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THE WEEKLY OF
BUSINESS AVIATION™
Business Aviation Nov. 4, 1991
Vol. 53 No. 19 INTELLIGENCE Page 179

DESPITE CONFIDENCE about the long-term outlook for business aviation – as evidenced by major new aircraft program announcements by Canadair and Gulfstream -- the consensus among attendees at last week's NBAA convention about near-term prospects for the industry are considerably less bright. A veteran charter executive said the business outlook is "grim...the worst I've seen it in the charter industry" in over 20 years. "Business is terrible" because of a decline in the number of customers chartering aircraft and "every trip is an auction" because of competition from low-cost operators.

A VETERAN FBO EXECUTIVE complained that "business is absolutely...awful" and predicts "I think the economy will crater in 1992." He was one of several individuals at last week's convention who described themselves as Republican Party members, but complained that President Bush has not taken sufficient steps to reverse the worsening economic situation. Many feel the overall economic outlook is unlikely to improve until after the 1992 election, with any improvement in the aviation industry lagging six to nine months behind the general economy.

FAA ADMINISTRATOR James Busey, asked about reports that DOT Secretary Samuel Skinner wants him to shift to DOT to become deputy secretary of that agency *(BA, Sept. 23/121)*, responded "I have a job that I like," adding "I'm not looking for another job." He said, however, that he serves at the pleasure of President Bush "and if he asks me to do something else, I have two options," move to the new job or quit. Asked if he's been able to convince Skinner to let him remain at FAA, Busey responded by rolling his eyes and raising his arms as if to say, "who knows?"

SENIOR OFFICIALS of Embry-Riddle Aeronautical University met with their counterparts from Socata/Aerospatiale at last week's NBAA convention in Houston to discuss the school's plans for a multi-year modernization of its fleet of 139 aircraft. The French manufacturer and American General Aircraft Corp. of Greenville, Miss., are expected to compete for the contract.

AIRCRAFT ELECTRONICS ASSOCIATION is lobbying Congress to introduce a technical amendment that would exclude avionics installers from liability for the aircraft luxury tax. Language in the 1990 Omnibus Budget Reconciliation Act makes avionics installers responsible for paying the tax if the buyer does not pay it. Aircraft sold for less than $250,000 are not subject to the tax, but typical avionics installations can frequently push the price well over that limit, triggering the 10 percent tax on the amount the total aircraft/avionics package exceeds $250,000.

CANADAIR TARGETS 5,000-PLUS NM RANGE FOR CORPORATE 'GLOBAL EXPRESS' PROJECT

The Canadair Group of Bombardier detailed plans at last week's NBAA Convention to build a new corporate airplane with a range of over 5,000 nautical miles. Bombardier Chairman and CEO Laurent Beaudoin said two market surveys and discussions with potential customers have confirmed an interest in a longer-range aircraft. In "Project Global Express" Canadair is aiming for an aircraft that has a 5,650 nm range with eight passengers at Mach .9. This means the aircraft would be able to travel around the world in two stops, said Challenger Division President Bryan Moss.

(Continued on the following page)

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1991 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-07	AS-332M	Tail rotor failure, post mtnce. flight	-	Singapore	Cru	Test	4	D
01-26	MBB-117B1	Struck mtn. cruise. IMC, night (dark)	N891GM	PA	Cru	Ferry	4	D
02-10	BO-105CBS	Sank following precautionary eng.out ldg.	N5413D	AK	Ldg	Pass	-	D
02-24	BE-212	Pitched over during app.,ditched in ocean	5N-AJY	Nigeria	App	Pass	9	D
03-13	SA-330	Fell into sea during hover TO from oil rig	-	GM	TO	Pass	1	D
04-04	BE-412	Mid air with PA-600, crash in school yard	N78S	PA	Maneu	Pass	2	D
04-05	S-61N	Lost control, pitch up during water ldg.	ZS-HHN	Brazil	Ldg	Tra	-	S
04-25	B-212	Crashed during practice autorotation	SU-CAT	Egypt	Maneu	Tra	2	D
05-12	SA-332	Crash on approach to offshore tanker	VH-WOF	Australia	App	Ferry	-	D
06-17	S-76A	Crash during TO from platform in Gulf	N5418N	GM	TO	O.S.	-	S
06-27	S-64	Inadvertent power up,lift off, roll over	N6959R	WA	TO	Ext.Ld	-	S
07-01	BE-412	Power disconnect, autorotation, hard ldg.	N20703	CO	Cru	Pass	-	S
07-25	BO-105	Hit static wire on low level night patrol	N5EG	NV	Cru	Pass	5	D
08-05	AS-365N	Hit mountain, possible IMC conditions, fog	-	Japan	Cru	Pass	8	D
08-08	BE-412	Tail rotor disconnect T.O., water landing	N177EH	GM	TO	Pass	-	N
08-13	BO-105LS	Collided with terrain during landing	N9737N	HI	Maneu	Pass	1	D
08-26	BE-412	Tail rotor/system malf/failure,crash app.	N3909F	GM	App	Pass	1	D

Information is based on preliminary reports and is subject to change as investigation continues.

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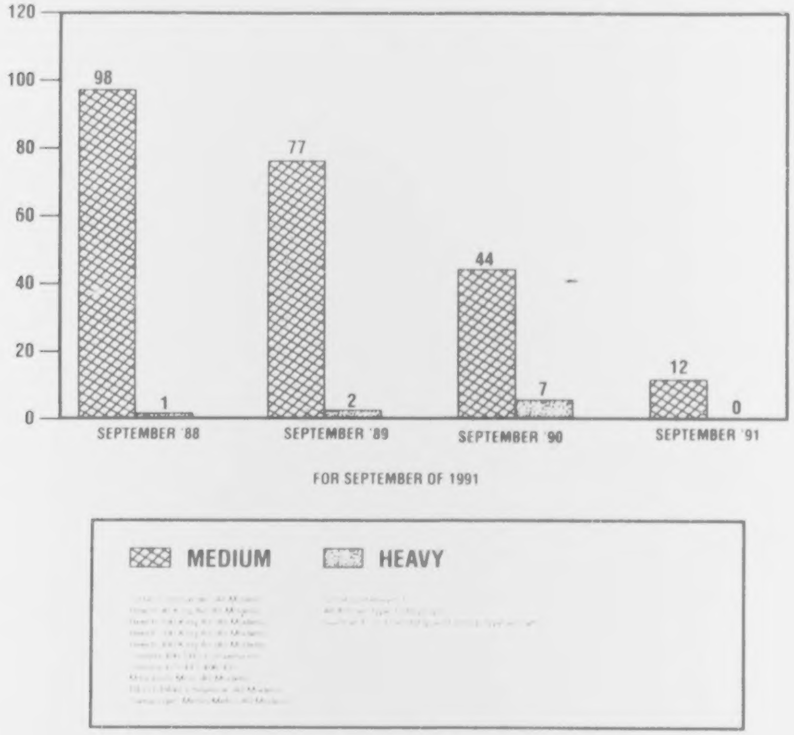
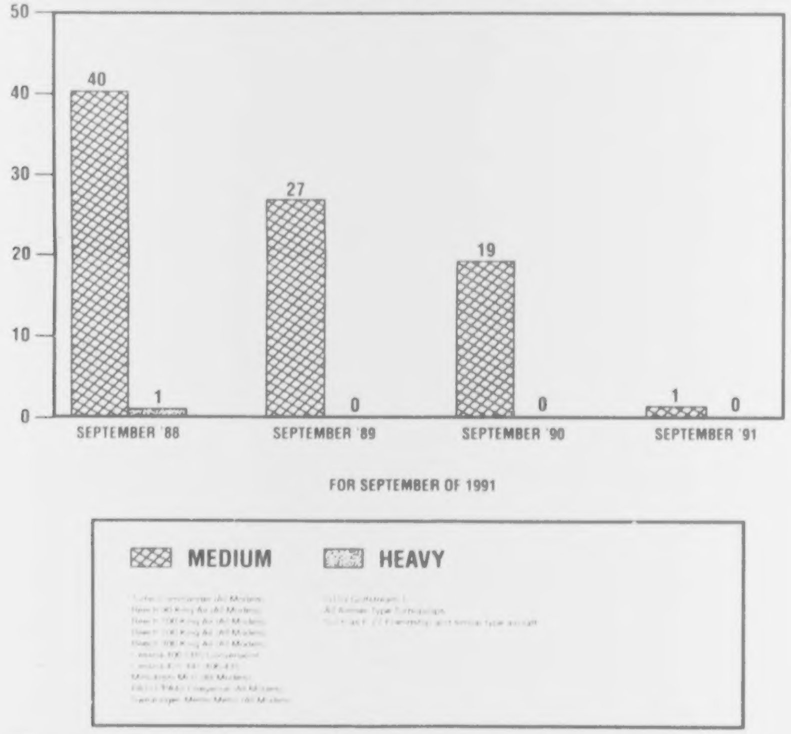
USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



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Business
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Nov. 11, 1991

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INTELLIGENCE

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FEDERAL AVIATION ADMINISTRATION is expected to release a proposed rulemaking next month that sets standards for testing electronic equipment for the effects of High Intensity (electromagnetic) Radiated Fields. The proposal follows a controversial interim rule implemented by FAA in December 1989 that opponents called unreasonable and excessive. FAA last spring provided some relief from the interim rule *(BA, March 25/123)*, but the forthcoming proposal seems to be a step backwards. Officials say the new NPRM appears to renege on certain elements of the spring agreement, adding that the draft seems to follow the more stringent European testing rules.

CESSNA CHAIRMAN Russ Meyer confirmed that he met last month with Ozires Silva, the top executive of Brazilian manufacturer Embraer, to discuss the possibility of a collaborative program on the engine installation for Cessna's Citation X business jet and Embraer's EMB-145 regional jetliner, both of which will be powered by aft-mounted Allison 3007 turbofans *(BA, Oct. 28/167)*. Meyer said the commonality of the designs could make it possible to have vendors bid on the entire engine assembly package for both aircraft, which would conceivably reduce costs for both Cessna and Embraer, "or we could do it ourselves." Meyer said the timing of the Citation X program is such that Cessna "wouldn't have to make a decision for a year or more on how we progress with this."

AVIATION RULEMAKING ADVISORY COMMITTEE has recommended that FAA delay its Jan. 1 deadline for installation of Mode S equipment aboard Part 91 aircraft to July 1, 1996. The committee's Mode S working group concluded that "available studies on lost target and altitude information had not been sufficiently controlled to substantiate the need for Mode S transponder installations." Aviation officials predict FAA could adopt the postponement as soon as this month.

MANAGEMENT PHILOSOPHY of Bombardier Chairman Laurent Beaudoin was reflected in his remarks during announcement of Canadair's Global Express aircraft program last month *(BA, Nov. 4/179)*. Beaudoin made a point of publicly congratulating Canadair Challenger President Bryan Moss and John Holding, vice president-engineering and flight operations, "on their entrepreneurship in conceiving this." Canadair President Robert Brown noted shortly after taking over as president of Canadair in early 1990 that the decentralized management structure and procedures employed by both Bombardier and Canadair are "all geared for having the person run the company almost as if they owned it...people are expected to take initiative, to define responsibility and to take charge," *(BA, April 23, 1990/130)*.

OTHER BUSINESS JET MANUFACTURERS are developing aircraft with larger cabin diameters, but Cessna's Citation X will have the same 68-inch-wide by 70-inch-high dimensions as the Citation III, although the passenger compartment of the X will be 62 inches longer. Meyer conceded that "no cabin is large enough for everyone," but maintained that "at least 80-90 percent of people are comfortable with what we've got." He added that in an aircraft with Mach .9 performance like the X, which will go from Los Angeles to New York in four hours, "you don't need to do a lot of standing up and moving around."

NATIONAL BUSINESS AIRCRAFT ASSOCIATION set a record for attendance at its convention in Houston last month, attracting 16,340 registrants and 622 exhibitors who rented 2,126 booth spaces. Attendance at the 1990 show in New Orleans was 16,005 with 609 exhibitors in 2,080 booth spaces.

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DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-19	B-206B3	Crash into Gulf of Mex. during VMC	N2269V	LA	Cru	O.S.	3	D
01-27	B-206L1	Crash off shore operating in marg.wx.	N39HC	LA	Cru	O.S.	2	D
01-31	SA-341G	Lost power shortly after takeoff	N341WC	FL	TO	Photo	-	D
02-13	B-206B	Mid air with other aircraft on takeoff	N2282T	CA	TO	Pass	-	D
02-16	B-206B	Crash lift off in white out conditions	N59568	AK	TO	Pass	-	S
02-22	B-206	Windshield penetrated by bird, cruise	N213AL	LA	Cru	Pass	-	M
02-22	FH-1100	Rolled over landing following vibration	N210FH	FL	Ldg	Photo	-	S
03-07	B-206	Crash in Gulf, no further information	-	GM	Cru	O.S.	-	D
03-07	B-206B2	Ext.strap fouled tail, during helo hoist	N59491	GM	Hvr	O.S.	1	S
03-08	B-206B	Fuel exhaustion cruise, water landing	N2072C	HI	Cru	Pass	-	D
03-11	H-369D	Power malf/failure, damaged autorotation	N1088L	OR	Cru	Pass	-	S
03-12	UH-1B	Tail rtr. malfunctioned TO, hard landing	N9687R	FL	TO	Aer.App.	-	S
03-27	H-369HS	Struck fence post with tail rotor landing	N5FC	MD	Ldg	Patrol	-	S
04-01	H-369C	Control malfunction TO, water landing	N9227F	N.Guinea	TO	Pass	-	D
04-03	B-206B	Float separation during flight, hit rotor	N16964	AK	Cru	Pass	-	S
04-07	H-500D	Hard landing, helicopter rolled over	N1109Q	NV	Ldg	Pass	-	S
04-23	B-206B	Crash during off shore operations	N213AL	GM	Cru	O.S.	2	D
05-05	H-369HS	Power malf/failure,hit trees autorotation	N9219F	HI	Ldg	Pass	-	S
05-06	B-206	Helo stolen, destroyed by ground impact	N49720	NV	Ldg	Other	-	D
05-07	B-206B3	Drive coupling failed,hit bldg.on descent	N717NH	TX	Desc	Pass	-	D
05-21	UH-1B	External sling load struck trees	N87966	AK	Maneu	Ext.Ld.	1	D
05-22	H-500	Ext.load broke loose in flt., struck tail	N5314D	AK	Maneu	App	-	S
05-22	UH-1B	Power loss during external load operation	N87729	AK	Maneu	Ext.Ld.	-	S
05-26	H-300	Pilot loss of control during hover	N7033H	CA	Hvr	Pass	-	S
05-28	B-206B2	Hard landing, practice autorotation	N90307	WA	Ldg	Tra	-	S
05-29	UH-1B	Collided with lake surface during low flt.	N9650N	GA	Cru	Pass	-	S
06-04	H-500	Power malf/loss,crash during autorotation	N415B	Greece	Cru	Ferry	-	S
06-05	H-500	Crash during operation in IMC	N18KJ	CA	TO	Ferry	-	D
06-06	B-206B	Fuel exhaustion, crashed on approach	N2120X	HI	App	Pass	-	S
06-13	AS-350D	Power loss/malf., crash in parking lot	N214LA	CA	Cru	Pass	3	D
06-17	B-206L3	Rolled off dolly during gust conditions	N306MP	FL	Static	Patrol	-	S
06-30	B-206L1	Hard ldg. on platform, tailboom failed	N2772A	GM	Ldg	Pass	-	S

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DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-07-01	B-206B3	Hard landing at high elevation	N302MH	AK	Ldg	Pass	-	S
07-01	UH-1B	Power loss, crash during forced landing	N91348	WV	Ldg	Aer.App.	-	S
07-03	H-300	Impacted water during maneuvering	N58404	MI	Maneu	Pers	-	S
07-05	H-369D	Collided with terrain, VFR in IMC	N18KJ	CA	Maneu	Pers	-	S
07-14	B-206B	Fuel exhaustion, damaged landing	N16962	TX	Cru	Ferry	-	S
07-22	B-206B	Collided with terrain while maneuvering	N276KA	WA	Maneu	Pass	-	S
07-24	AS-350B	Hard landing following engine loss	N766MP	HI	Maneu	Pass	-	S
07-26	B-206L1	Settled during external load operation	N87966	CA	Clb	Ext.Ld.	1	D
08-28	AS-350B	Collided with terrain, night EMS flight	N64SF	OR	Cru	EMS	3	D
09-11	H-500	Power loss, crash during emergency ldg.	N29JV	AK	Cru	Ferry	-	S

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Dec. 9, 1991

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INTELLIGENCE

LUCAS AEROSPACE, which was recently designated by the Allison Gas Turbine Division of General Motors as a preferred supplier of engine equipment and systems for GMA 2100 and 3000 series engines *(BA, Nov. 11/194)*, wants to develop similar relationships with other engine or airframe companies. Tony Edwards, managing director of Lucas, said he's "anxious to develop a few, a handful" of such relationships under which Lucas and its partner companies "will support each other through thick and thin."

DESPITE the continuing recession, British Aerospace officials said last week they have concluded sales of nine BAe 125-800 business jets to four customers in a two-week period from the end of November through the first few days of December. The sales, which include some aircraft for which customers previously held options, include multiple unit sales to two customers.

PIAGGIO AVIATION, which previously acknowledged difficulty finding U.S. customers for the Avanti twin pusher prop *(BA, Nov. 18/203)*, is offering free fuel for customers who sign sales contracts by Jan. 31. Piaggio said North American customers who sign up by that date will receive free fuel for two years or 800 flight hours, whichever comes first. Piaggio is continuing its previously announced free maintenance plan for two years/800 hours for Avanti buyers. "The net result," said Ted Eland, vice president of marketing, "is that direct operating costs drop to an insignificant level during the time that Piaggio is picking up the fuel and maintenance expense."

JONATHAN HOWE OUT AT NBAA; JOHN WINANT TO SERVE IN INTERIM POST

Jonathan Howe, who had been president of the National Business Aircraft Association since September of 1986, resigned abruptly last week and NBAA's board of directors said Howe will be replaced on an interim basis by former NBAA President John Winant.

A few senior NBAA staff members were told Monday that Howe was leaving; the remainder heard the news Tuesday. Howe was expected to vacate his office by the end of last week and Winant will be at NBAA headquarters tomorrow. Under a short-term agreement between Howe and the NBAA board, he will continue to represent the association until later this month at some previously scheduled meetings. Howe has served as chairman of FAA's Aviation Rulemaking Advisory Committee since that group was formed in May and he told *BA* Wednesday he was asked by then FAA Administrator James Busey to continue as chairman of ARAC after his departure from NBAA.

Byron (Skip) Reed, who was elected NBAA board chairman at the association's annual convention in Houston in October, spent several days in Washington last week in an effort to ensure an orderly transition. Reed said the board was pleased with the work being done by NBAA's staff and indicated no additional personnel changes are anticipated.

A search committee – Frederick Haap III, director of aviation for The Mead Corp.; Raleigh Drennon, director of aviation for BFGoodrich Co.; and Bill Wagner, chief pilot of Townsend Engineering – was named to oversee the search for a permanent successor to Howe. Haap is the immediate past chairman of NBAA's board and Drennon previously served as chairman. Townsend is a member of the board. Reed, who is chief pilot for H.B. Zachry Co., said the search committee will employ an executive search and recruitment firm,

(Continued on Page 228)

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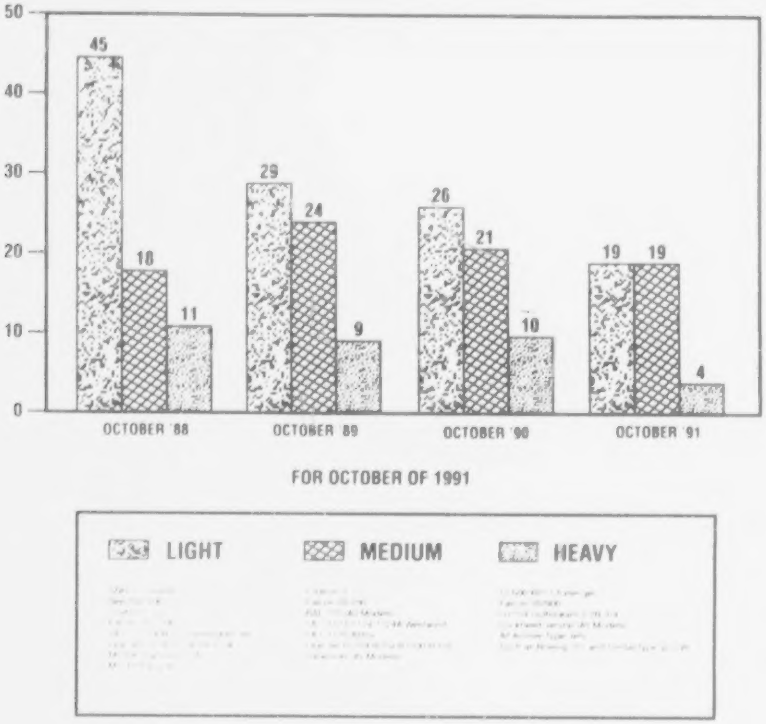

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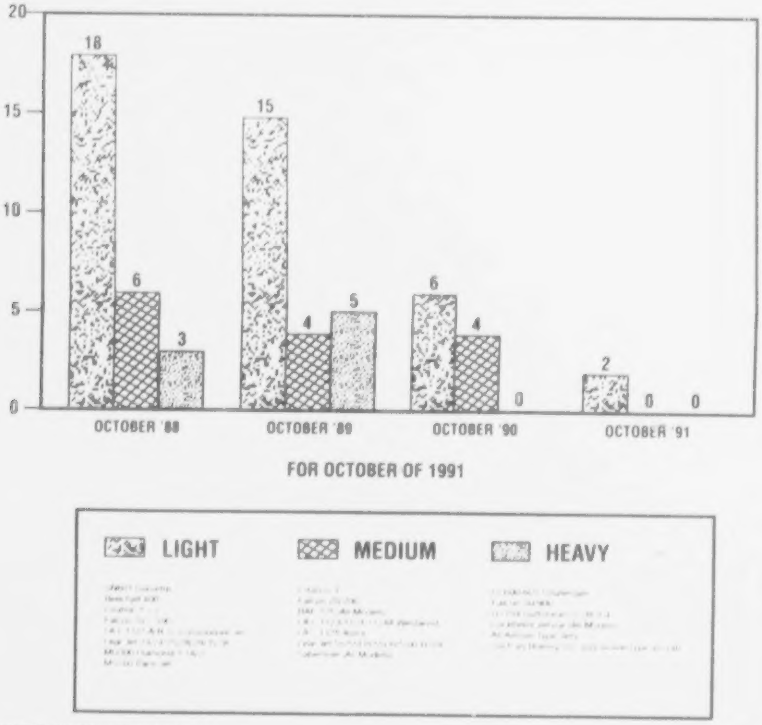

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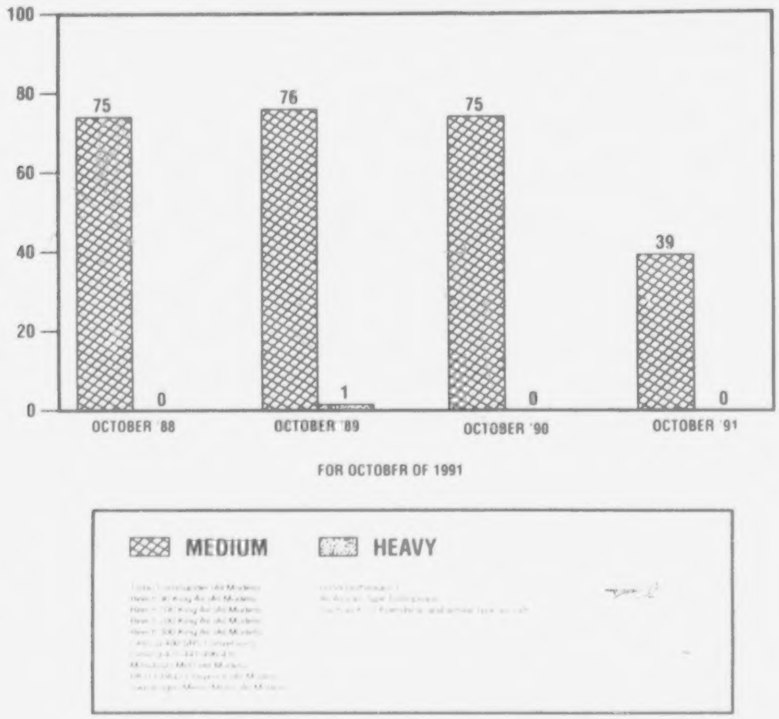

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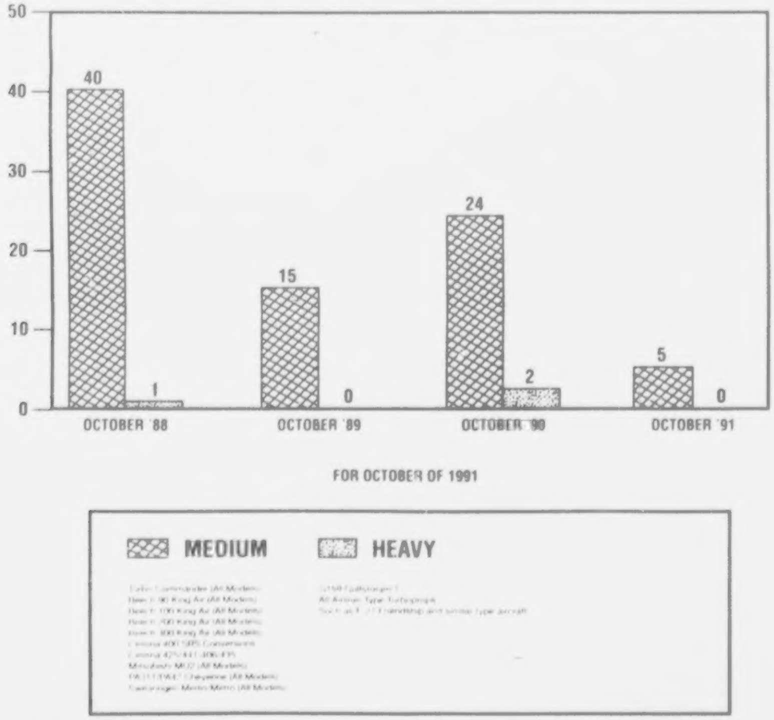

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THE WEEKLY OF
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INTELLIGENCE

MOMENTUM of Gen. Jerry Curry's nomination as FAA Administrator may be slowing. Despite former Transportation Secretary Samuel Skinner's best efforts to push the Curry nomination through the Senate prior to the holiday recess, a vote on Curry was blocked by Sens. Howard Metzenbaum (D-Ohio) and Paul Wellstone (D-Minn.) *(BA, Dec. 9/228).* Although it initially appeared Metzenbaum and Wellstone would withdraw their objections and permit a Senate vote when Congress returns next month, several consumer advocates are voicing strong objections to the Curry nomination based on his performance as the National Highway Traffic Safety Administrator. The consumer groups are pressuring the Senate Commerce Committee to reopen Curry's hearing.

NATIONAL TRANSPORTATION SAFETY BOARD'S investigation of the fatal crash of a Beechjet 400 near Rome, Ga. this month marks the first business jet accident since a requirement for installation of cockpit voice recorders on certain turbine-powered aircraft went into effect *(BA, Dec. 16/238).* NTSB investigators, while refusing comment on the contents of the Beechjet's CVR tape, say the recording has been a major help in focusing their investigation. If a CVR had not been installed, NTSB would have faced a formidable challenge determining the probable cause of the accident because the aircraft's structure largely disintegrated when the plane hit a mountain.

DECISION by General Dynamics on how to divest itself of Cessna Aircraft is expected early next year, Cessna Chairman Russ Meyer said last week *(BA, Dec. 2/222).* After reviewing information submitted by more than a dozen potential bidders, GD and its investment bankers cut the list to five or six. Those on the short list toured Cessna's facilities in Wichita during the past few weeks in preparation for making final offers.

AIRCRAFT CHARTER BUSINESS remains soft, but Executive Jet Aviation said it has seen increased activity in recent months with its "Net Jets" fractional ownership program. Executive Jet International began offering fractional shares in Cessna Citation S/II and III business jets several years ago and Executive Jet International President Jim Christiansen told *BA* there are now 80 owners of 12 aircraft in the Net Jets fleet, in addition to 12 aircraft reserved for EJA's regular charter activity. One-eighth interest in an aircraft guarantees the owner 100 occupied hours of flight time per year. With money tight and many potential aircraft buyers unwilling to commit to purchasing an aircraft in the current recession, Christiansen says the fractional ownership program "is a perfect product for these times."

EMBRAER, which found itself nearly $600 million in debt earlier this year, still owes about $200 million to suppliers and other creditors *(BA, June 24/262).* The company last month received the third cash infusion from the Brazilian government under a three-installment plan that totaled $407 million. The manufacturer is negotiating with its suppliers to delay payment on the principal of the remaining debt for at least a year. Embraer, however, would continue to make interest payments.

TEXTRON LYCOMING said earlier this month it would lay off 500 to 800 employees next year, but those numbers could change as a result of a $450 million agreement between British Aerospace and regional carrier Business Express for 20 70-passenger RJ70s *(see related article on Page 247).* Textron Lycoming President John Myers said that the order for the 20 RJ70s, each of which carries four Lycoming LF507 turbofans, may reduce the number of layoffs.

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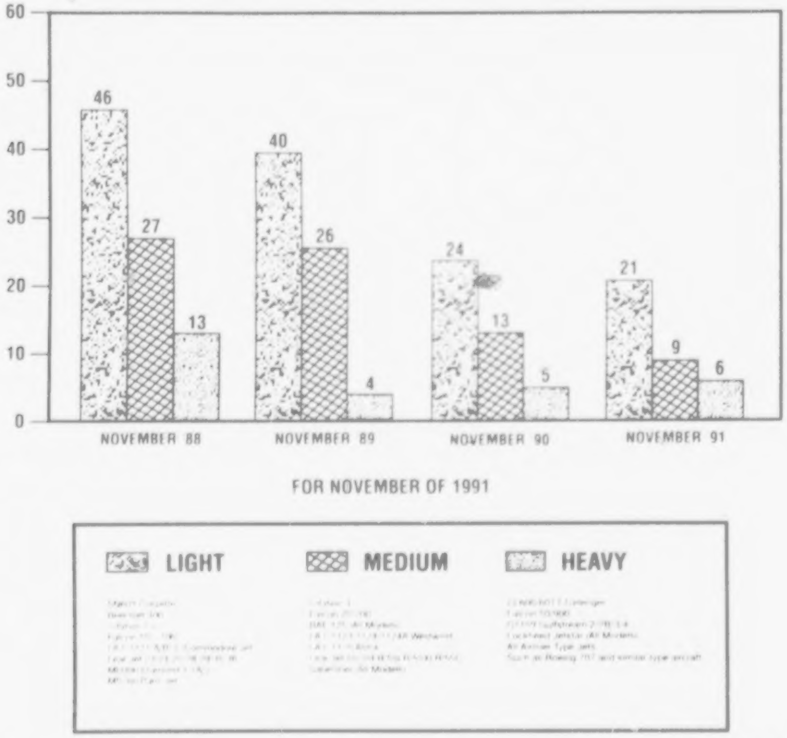

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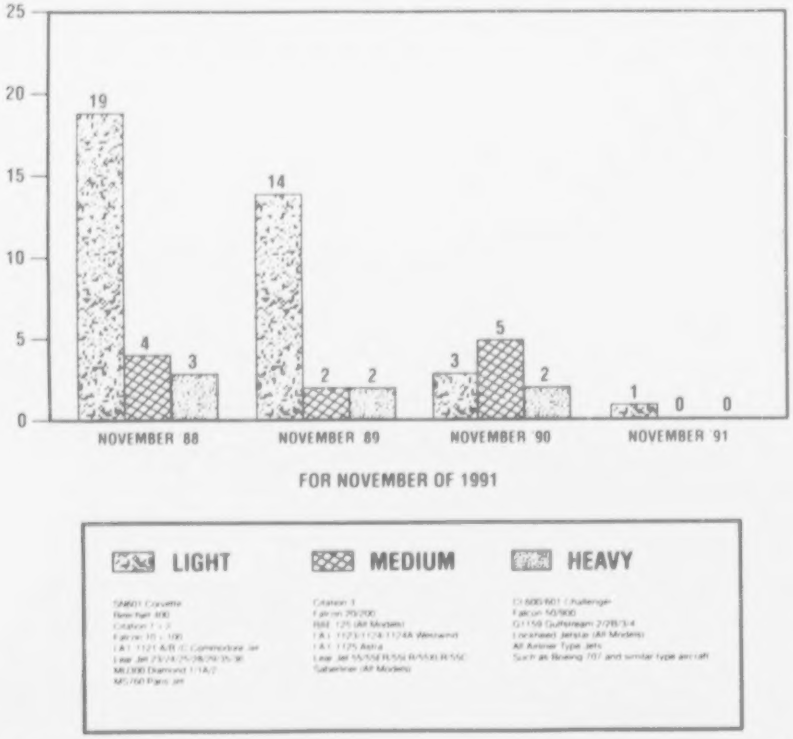

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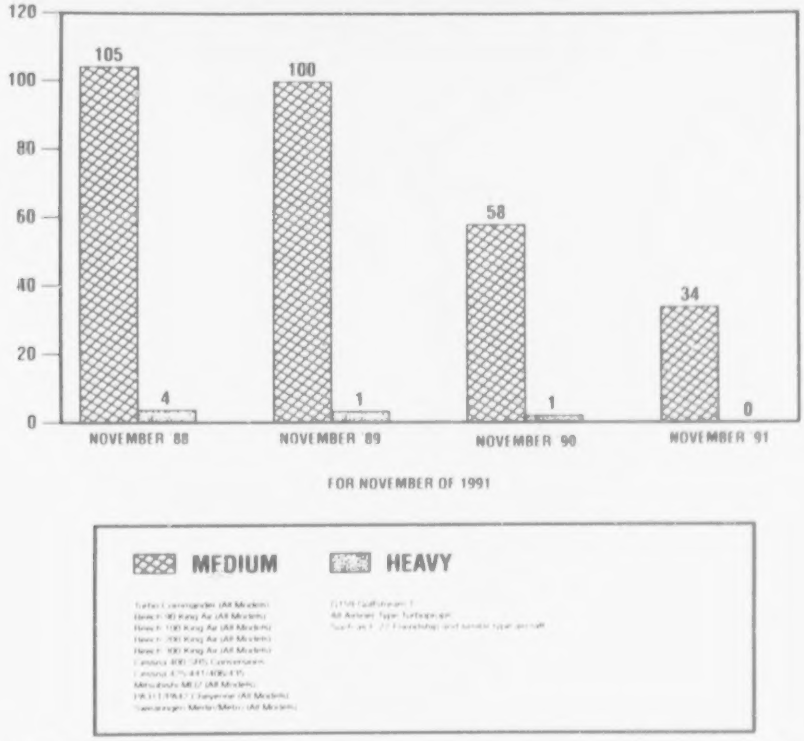

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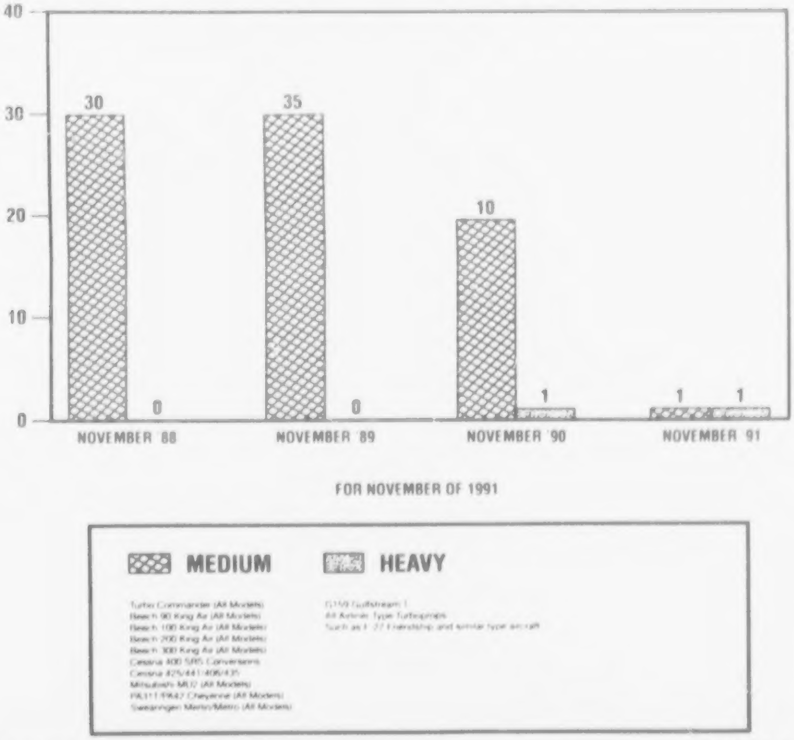

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DECEMBER '91

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Jan. 6, 1992

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INTELLIGENCE

PIPER AIRCRAFT officials, who previously said they expect to close an agreement to sell most of the company's assets to Cyrus Eaton Group International by Jan. 15 *(BA, Nov. 4/180)*, said last week they still hope to meet or possibly beat that date for concluding an agreement. Representatives of two Canadian provinces were at Piper headquarters in Vero Beach, Fla. last week in connection with the due diligence review of Piper's records. Eaton, who indicated he plans to locate the headquarters of a new aircraft manufacturing company in Canada, is seeking financial support for his venture from provincial officials.

NATIONAL TRANSPORTATION SAFETY BOARD last week said 1991 was the worst year on record for scheduled commuter and regional carriers, which were involved in six accidents that claimed 71 lives. And 1992 got off to a bad start with the crash of a Beech 1900 operated by USAir Express carrier Commutair on Jan. 3. The accident, near Saranac Lake, N.Y., killed two of the four persons on board, including the first officer and an off-duty maintenance technician employed by the airline. *(See related article on Page 3.)*

BALANCE in the Airport and Airway Trust Fund exceeded $16 billion for the first time in October, the first month of fiscal 1992. The most recent Treasury Department report on the status of the trust fund, which is financed by a variety of aviation user taxes, shows how the fund has accumulated such a huge balance–during October net receipts totaled nearly $847 million, while expenditures were only $260 million *(see charts on Pages 9-10)*.

GARRETT TELLS TFE-731-5B OPERATORS TO TEMPORARILY GROUND THEIR AIRCRAFT

Operators of Falcon 900B and converted Falcon 20 aircraft powered by Garrett TFE731-5B turbofan engines have been asked by the manufacturer to cease flight operations until more information can be obtained about two separate engine failures on a Falcon 900. In an urgent message Dec. 29 to flight department chief pilots, Garrett's General Aviation Services Division said two recent failures occurred in the fan gearboxes of Garrett TFE731-5B engines on a Falcon 900 recently converted to the 900B configuration with installation of the -5B powerplants.

First failure occurred on Dec. 17 in an engine that had seven operating hours since the conversion. Garrett said "preliminary findings indicate that the primary failure was a fractured sun gear; however, the cause of the gear failure is still under investigation" at Garrett's Phoenix, Ariz. manufacturing facility. The company said the second failure, on Dec. 27, "occurred on the first flight following replacement of the failed engine, and also involved an engine which had been converted from TFE731-5A to TFE731-5B" and which had accumulated about eight operating hours since the conversion. Garrett said the second failed engine "also exhibits signs of problems in the fan reduction gearbox."

Garrett officials told *BA* Friday they hope to have some indication of the cause of the problem by today (Monday). The second failed engine from the European-based Falcon 900 was expected in Phoenix over the past weekend. In addition to the first failed engine, Garrett technicians also are examining the undamaged third engine from the aircraft, which arrived in the U.S. last week.

Garrett said only about 17 aircraft are equipped with the -5B engines, the latest evolution in the TFE731 line, which powers a significant portion of the business jet fleet. The company noted that conversion from the -5A to -5B configuration "requires installation of main fan reduction gear which, although similar to previous

(Continued on Page 2)

NOW ONLINE WORLDWIDE

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Airport and Airway Trust Fund
Income Statement
October 1-31, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 10,010,000.00	$ 10,010,000.00
Transportation by Air, Seats, Berths, etc.	376,974,000.00	376,974,000.00
Use of International Travel Facilities	20,833,000.00	20,833,000.00
Transportation of Property and Cargo	20,000,000.00	20,000,000.00
Gasoline:		
Commercial 9 cents tax	232,000.00	232,000.00
Non-commercial 9 cents tax	2,595,000.00	2,595,000.00
Total Tax Receipts	$ 430,644,000.00	$ 430,644,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	2,905,650.00	2,905,650.00
Gas Retailers Tax	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 2,905,650.00	$ 2,905,650.00
Net Tax Receipts	$ 427,738,350.00	$ 427,738,350.00
Interest on Investment	$ 1,163,026.31	$ 1,163,026.31
Accrued Interest Income	417,767,316.92	417,767,316.92
NET RECEIPTS	$ 846,668,693.23	$ 846,668,693.23
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (260,000,000.00)	$ (260,000,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	0.00
TOTAL NON-EXPENDITURE TRANSFERS	$ (260,000,000.00)	$ (260,000,000.00)
TOTAL OUTLAYS/TRANSFERS	$ (260,000,000.00)	$ (260,000,000.00)
SURPLUS/(DEFICIT)	$ 586,668,693.23	$ 586,668,693.23

From Treasury Department data.

AVITAS® AVIATION

(Continued on Following Page)

Airport and Airway Trust Fund

Balance Statement
As of October 31, 1991

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 42.10	
TOTAL UNDISBURSED BALANCE		$ 42.10
Receivables:		
Interest Receivables	$ 729,612,281.73	
TOTAL RECEIVABLES		$ 729,612,281.73
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	$ 15,193,672,000.00	
8% matures 6/30/92	$ 168,902,000.00	
NET INVESTMENTS		$ 15,362,574,000.00
TOTAL ASSETS		$ 16,092,186,323.83
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	586,668,693.23	
TOTAL EQUITY		$ 16,092,186,323.83
TOTAL LIABILITIES & EQUITY		$ 16,092,186,323.83

Activity Report
October 1-31, 1991

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 75.00	$ 75.00
Grants-in-Aid	(20,945,822.45)	(20,945,822.45)
Facilities & Equipment	101,295,171.32	101,295,171.32
Research Engineering Development	6,165,040.96	6,165,040.96
TOTAL UNDISBURSED BALANCE	$ 86,514,464.83	$ 86,514,464.83
EXPENSES		
Operations	$ (50.00)	$ (50.00)
Grants-in-Aid	144,721,212.46	144,721,212.46
Facilities and Equipment	83,970,425.47	83,970,425.47
Research Engineering Development	13,677,065.25	13,677,065.25
NOAA Aviation Weather Services	0.00	0.00
DOT/Rental Payments	0.00	0.00
TOTAL EXPENSES	$ 242,368,653.18	$ 242,368,653.18
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (260,000,000.00)	$ (260,000,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	0.00
TOTAL NON-EXPENDITURE TRANSFERS	$ (260,000,000.00)	$ (260,000,000.00)

From Treasury Department data.

AVITAS AVIATION

C5800-20

THE WEEKLY OF
BUSINESS AVIATION™

Jan. 20, 1992

Vol. 54 No. 3

INTELLIGENCE

RAYTHEON PRESIDENT Max Bleck confirmed last week that Raytheon has submitted a bid to acquire Cessna Aircraft Co. from General Dynamics, but declined comment on whether the two firms would be merged or operated separately if General Dynamics accepts the Raytheon bid. Dassault Aviation also reportedly was among the final group of bidders, which included Forstmann Little and Textron. GD has not indicated whether it will sell Cessna to a single buyer or dispose of the company through a stock offering *(BA, Dec. 23/245).*

GENERAL AVIATION MANUFACTURERS ASSOCIATION, which is seeking reinstatement of the Investment Tax Credit (ITC) for purchasers of capital equipment and repeal of the luxury tax on new aircraft, has caught the attention of senior White House officials. In response to a letter 10 days ago from interim GAMA President Ed Stimpson, White House Chief of Staff Samuel Skinner last week thanked Stimpson for information on the two initiatives. "Your statistics were very enlightening, and I assure you we will take a look at both issues as we develop our economic growth package," Skinner wrote.

AMR CORP. OFFICIALS, who described the 1991 net loss of $239.9 million as "the worst year in company history," indicated the corporate balance sheet didn't get any help from its ground handling and FBO subsidiary, AMR Services. "In general, AMR Services, which like [American Airlines] is very dependent on the economy, performed below expectations in 1991, as did the airline," said Michael Durham, AMR's chief financial officer. "The FBO business was pretty lousy in 1991," Durham added.

WHETHER OR WHEN Gen. Jerry Curry may be confirmed as FAA administrator remains unclear as Congress returns to Washington this week following a two-month recess. His nomination to the FAA post cleared the Senate Commerce Committee before Thanksgiving, but Sens. Howard Metzenbaum (D-Ohio) and Paul Wellstone (D-Minn.) placed "holds" on the nomination to prevent from it reaching the Senate floor for a vote. Those holds remain in place, Curry continues to serve as head of the National Highway Traffic Safety Administration and Barry Harris, deputy FAA administrator, is acting administrator of the agency.

GAMA STEPS UP LOBBYING EFFORTS FOR INVESTMENT TAX CREDIT, LUXURY TAX REPEAL

General Aviation Manufacturers Association last week called reinstatement of the Investment Tax Credit the most important issue for its members and GAMA Chairman and Learjet President Brian Barents said GAMA will work "diligently" for a revival of the ITC. "For our industry, and many other American industries, the restoration of the ITC is the quickest and most efficient route out of the doldrums," Barents said. During the past three decades general aviation billings grew during most years that the tax credit was in effect, while sales declined in those periods when buyers could not take advantage of the ITC *(see GAMA chart on Page 34).* "Restore the ITC and you will see general aviation reinvigorated," Barents said. GAMA President Ed Stimpson cited the National Association of Manufacturers, the Chamber of Commerce and Machine Tool Builders as other groups supporting reinstatement of the ITC.

GAMA also plans to renew its efforts to achieve a repeal of the 10 percent luxury tax on aircraft that cost more than $250,000. "In a misguided effort to 'soak the rich,' Congress instituted an oppressive and burdensome luxury tax on business aircraft which has little impact on the 'rich' but certainly has been very

(Continued on Page 24)

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GAMA SEEKING ITC *(Cont.)*

successful in putting a number of people out of work," Barents said. Citing a GAMA-commissioned Price Waterhouse study that was released last week, he noted that the Internal Revenue Service collected only about $53,000 in aircraft luxury tax revenues in 1991. "That won't even pay for the IRS employees shuffing the paper on this ridiculous program," Barents said. The Joint Committee on Taxation originally estimated that the IRS would collect $6 million annually from the tax. Price Waterhouse also estimated that the tax will reduce sales of personal-use, tax-affected aircraft by nearly 50 percent. "If this tax, in any way, contributed significantly to helping the economy, we would probably support it," Barents said, "but it doesn't help the economy – it hurts it."

Other GAMA initiatives this year include continued efforts to win passage of product liability reform as well as for more joint-use airports. Product liability has proved to be impossible to achieve because the Association of Trial Lawyers of America has stonewalled every attempt to get reform legislation to the floor for a vote, Barents said. "ATLA literally controls the legislative process when it comes to potential changes in the legal system, a system which benefits them greatly. No special interest group of 65,000 people should wield this much power."

GOVERNMENT OUTLINES 12-MONTH SCHEDULE FOR PRIVATIZATION OF EMBRAER – Brazilian government officials have formally listed aircraft manufacturer Embraer among the companies scheduled for privatization during the current year. A working group comprising Embraer officials, employee representatives, members of the Brazilian Air Ministry (the major shareholder in Embraer) and representatives of the National Economic and Social Development Bank has been formed to study and develop recommendations for the best procedures to follow in the transition from a government-owned company to a private enterprise. The National Economic and Social Development Bank is responsible for carrying out privatization of all companies owned in whole or in part by the Brazilian government.

Embraer, which was formed in August 1969, is described as a mixed capital corporation with funds provided by both the government and the private sector. The government is a major shareholder in Embraer, retaining about 96.5 percent of the voting stock. Approximately 3.5 percent of the voting stock and about two-thirds of the non-voting stock is owned by other corporate interests. A statement issued by Embraer said the privatization "is expected to be concluded in eight to 12 months" and will "follow basically the same lines used for the recent privatization" of two different companies, Celma, a jet engine overhaul firm, and Usiminas, an iron and steel processing complex. Embraer said "this scheme basically calls for investors to bid for blocks of shares at a specially-scheduled Stock and Exchange privatization auction." The current plan calls for 40 percent of the voting stock to be offered to foreign investors, 30 percent to local investors and 10 percent to company employees. The remaining 20 percent would be retained by the government "to let it have decision power on programs involving national security."

GAMA DELIVERIES SINK TO RECORD LOW IN 1991 – The General Aviation Manufacturers Association Thursday reported that U.S. manufacturers delivered 1,021 aircraft last year, a 10.8 percent decline from 1990 figures and the lowest annual total since before World War II. Billings also declined by two percent in 1991 to $1.9 billion. Interim GAMA President Ed Stimpson attributed last year's loss to the prolonged recession "compounded by an already hostile product liability situation and onerous luxury tax." This environment especially affected the turboprop market as deliveries plunged 21 percent in 1991 to 222 aircraft valued at $527 million.

The piston-aircraft market also was sluggish in 1991 with 613 delivered. Stimpson noted that "Ironically, at a time U.S. manufacturers are not producing training aircraft, flight schools and university flight training programs...badly need new airplanes." He estimated that the average age of the single-engine airplane is 26 years and at least one-quarter of the fleet is more than 33 years old. "Clearly, new airplanes are needed," he said.

The turbojet market, however, remained strong last year with an 11 percent increase over 1990 shipments. U.S. business jet manufacturers delivered 186 units, valued at $1.3 billion in 1991. Stimpson said the business jet market "bodes well for the future" as U.S. manufacturers continued to invest heavily in research and development despite the recession. He added that the 1991 numbers only reflect civil shipments, but manufacturers will deliver a "significant number" of off-the-shelf aircraft to the military in 1992.

Exports remained fairly steady last year with 385 shipments, valued at $815.3 million. This accounted for 37.7 percent of 1991 shipments and 41.4 percent of billings.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FOURTH QUARTER UNIT SHIPMENTS

		4th Quarter 91	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	36	106
TB-10	Tobago	14	38
TB-20	Trinidad	15	51
TB-21	Trinidad TC	4	8
Total		69	203
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	15	82
Total		15	82
(Quarterly Billings $1,477,867)			
AVIAT (formerly Christen Industries)			
• Single-Engine			
S-1T	Pitts	1	1
S-2B	Pitts	7	33
A-1	Husky	10	37
Total		18	71
(2 Export)			
(16 Domestic)			
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	26	90
BE-A36	Bonanza	21	77
BE-36TC	Bonanza	6	16
BE-36AT		0	21
• Multi-Engine			
BE-58	Baron	10	35
BE-58P	Baron	0	0
BE-C90-1	King Air	8	31
BE-200	Super King Air	9	24
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	2
BE-300LW	Super King Air	1	5
BE-350	Super King Air	11	35
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	1	36
BE-1900D		3	3
Starship 2000		3	7
Beechjet 400A		11	20
Total		110	402
(Quarterly Billings $113,545,934)			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	14	40
ATP		6	12
BAe 146-100		0	2
BAe 146-200		2	8
BAe 146-300		6	17
HS-125-800A		1	4
HS-125-800B		4	10
1000		10	10
Total		43	103
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	6	11
BN-2T	Islander	0	1
Total		6	12

		4th Quarter 91	Cal. Year
CANADAIR			
• Multi-Engine			
CL-601-3A		5	18
Total		5	18
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	16	62
• Multi-Engine			
CE-406	Caravan II	2	2
CE-550	Citation II	8	34
CE-650	Citation III	3	12
CE-650	Citation VI	2	4
CE-560	Citation V	21	62
Total		52	176
DASSAULT AVIATION			
• Multi-Engine			
AD-My.50	Falcon	3	12
AD-My.900	Falcon	6	14
Total		9	26
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	9	26
DHC-8	Series 300	5	32
Total		14	58
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	1	11
EMB-711ST	Conson II	0	0
EMB-712	Tupi	0	1
EMB-720	Minuano	1	10
• Multi-Engine			
EMB-110	Bandeirante	0	3
EMB-120	Brasilia	9	31
EMB-121	Xingu	0	0
EMB-810D	Seneca II	8	30
EMB-820		0	0
EMB-821	Carajah	0	1
Total		19	87
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin IV-C		0	0
Metro III		1	10
Expediter		0	0
Total		1	10
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	11	29
Total		11	29
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	6	11
Total		6	11
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0

		4th Quarter 91	Cal. Year
LA-250	Renegade	1	11
Total (1 Export)		1	11

LEARJET CORP.

• Multi-Engine	4th Quarter 91	Cal. Year
LR-31	1	7
LR-31A	7	9
LR-35A	2	7
LR-36A	0	0
LR-55C	0	2
Total	10	25

MAULE AIR INC.

• Single-Engine		4th Quarter 91	Cal. Year
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		0	3
MX-7-180	Lunar Rocket	6	12
M7-235	Super Rocket	1	13
MX-7-235		12	16
MX-7-420		0	1
MXT-7-180		4	21
Total (Quarterly Billings $2,221,372)		23	66

MOONEY AIRCRAFT CORP.

• Single-Engine		4th Quarter 91	Cal. Year
M-20J	201 Lean Machine	11	33
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	0	1
M-20L	PFM	0	0
M-20J	AT	0	8
M-20M	TLS	7	46
Total (4 Export) (14 Domestic)		18	88

PIAGGIO AVANTI

• Multi-Engine	4th Quarter 91	Cal. Year
P-180	2	6
Total	2	6

PIPER AIRCRAFT CORP.

		4th Quarter 91	Cal. Year
• Single-Engine			
PA-18-150	Super Cub	0	0
PA-28-161	Warrior	0	0
PA-28-161	Cadet	0	1
PA-28-281	Archer II	0	0
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	1	1
PA-32-301	Saratoga	0	14
PA-32R-301	Saratoga SP	0	1
PA-46-350P	Mirage	3	6
• Multi-Engine			
PA-34-220T	Seneca III	1	14
PA-42-720	Cheyenne IIIA	0	3
PA-42-1000	Cheyenne 400	0	1
PA-44-180	Seminole	0	0
Total		5	41

TBM.SA COMPANY

• Single-Engine	4th Quarter 91	Cal. Year
TBM-700	11	23
Total	11	23

	4th Quarter 91	Cal. Year
SINGLE ENGINE	230	855
MULTI-ENGINE	218	693
GRAND TOTAL	448	1,548

UNIT SHIPMENTS COMPARATIVE TREND: 21 MANUFACTURERS

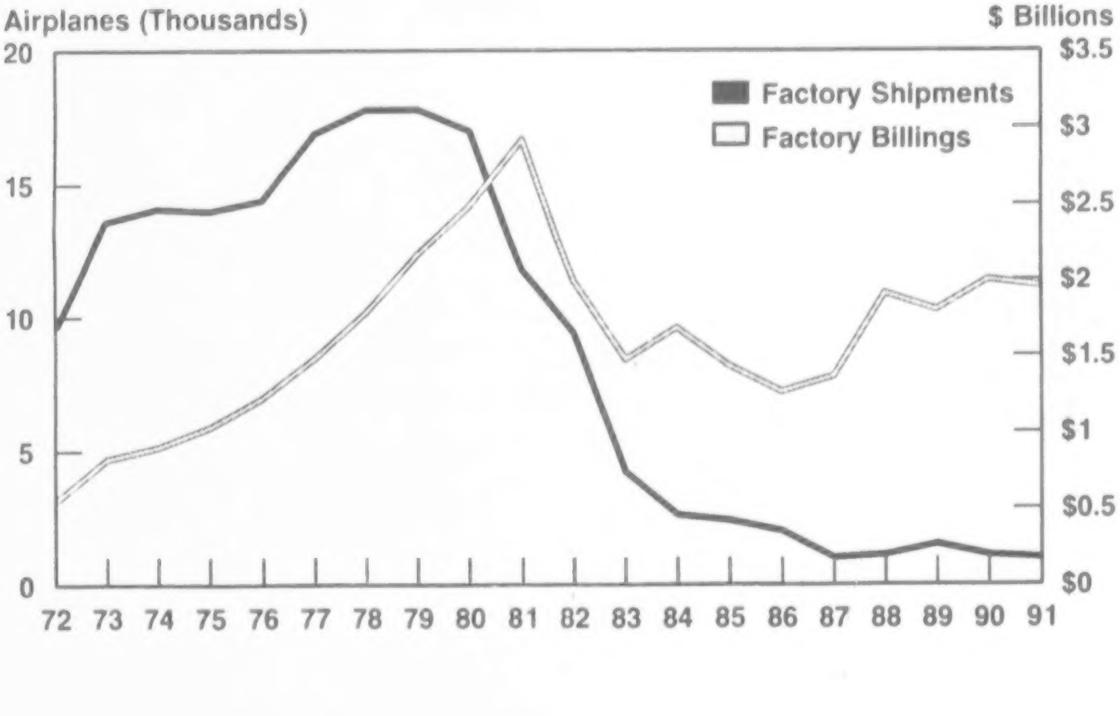
	4th Quarter			Calendar Year to Date		
	1991	1990	1989	1991	1990	1989
Aerospatiale	69	54	26	203	204	121
American General	15	6	*	82	10	*
Aviat	18	17	19	71	68	75
Beech	110	122	112	402	432	371
British Aerospace	43	29	42	103	108	118
Britten-Norman	6	8	2	12	19	9
Canadair	5	5	6	18	28	20
Cessna	52	51	64	176	171	183
Dassault	9	11	10	26	33	32
De Havilland	14	24	15	58	66	54
Embraer	19	39	44	87	129	142
Fairchild	1	5	4	10	14	13
Gulfstream	11	7	12	29	34	40
Israel	6	2	6	11	9	11
Lake	1	2	5	11	17	23
Learjet	10	7	10	25	25	25
Maule Air	23	6	8	66	26	35
Mooney	18	42	60	88	147	143
Piaggio Avanti	2	1	*	6	1	*
Piper	5	29	151	41	178	621
TBM	11	*	*	23	*	*
Total	448	467	596	1,548	1,721	2,036

* Figures not available

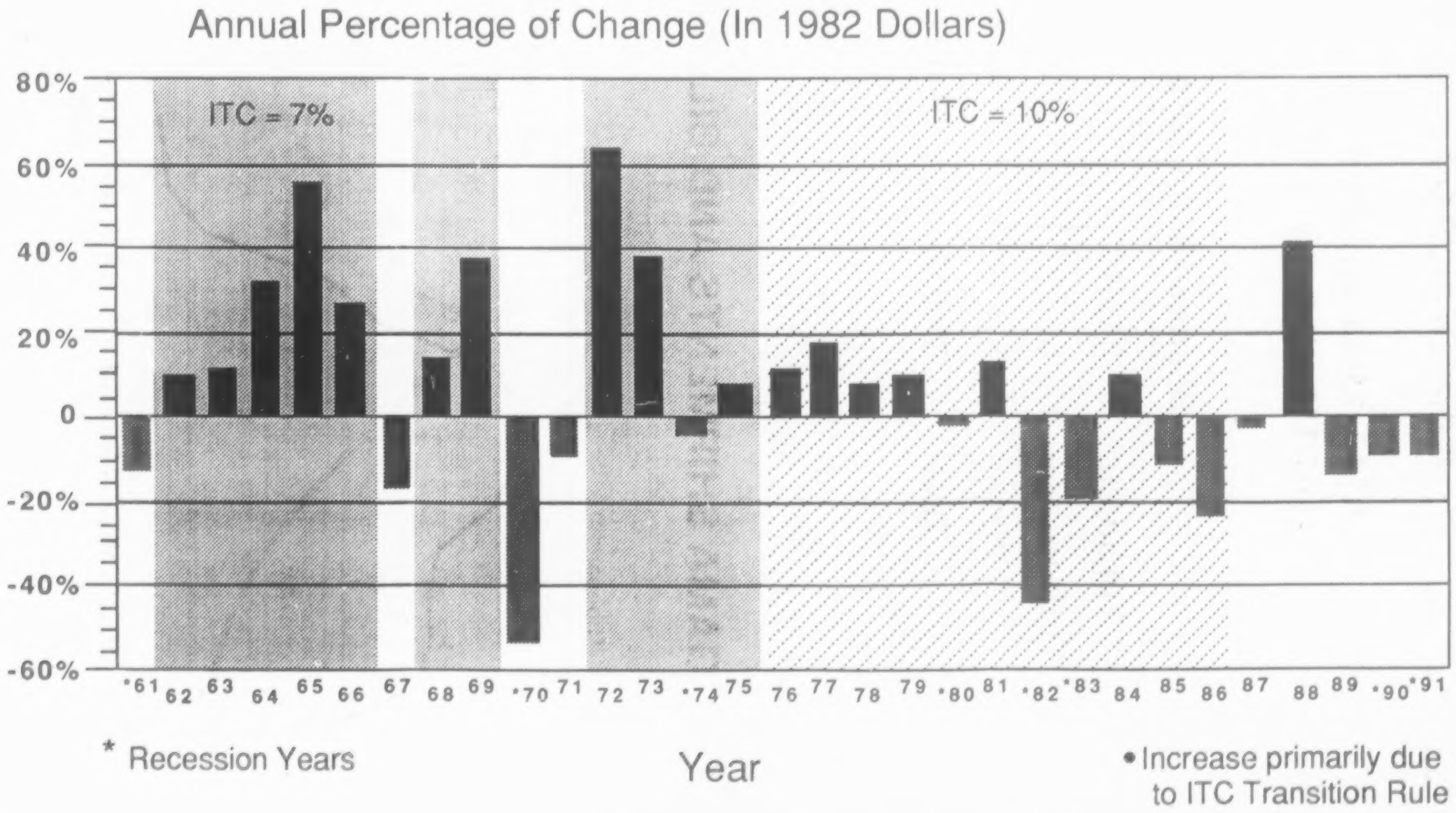
GAMA 1991 AIRPLANE SHIPMENTS BY TYPE

	Billings (Mil)	Airplanes
Turbojets	$1,348	186
Turboprops	$ 527	222
Piston	$ 93	613
Total	$1,968	1,021

GAMA SHIPMENTS AND BILLINGS



The Effect of the Investment Tax Credit On Domestic General Aviation Billings



GAMA chart

C5800-30

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INTELLIGENCE

PRESIDENT BUSH's proposal for a 90-day regulatory freeze could open the door for the aviation industry to get some relief from FAA's HIRF testing requirements. HIRF requirements were adopted several years ago as "special conditions" despite objections from the industry, which has been pushing for a new rulemaking. In response to a question at last week's budget briefing, Acting FAA Administrator Barry Harris said the intent of the 90-day freeze is to provide economic stimulus. If adoption of a new HIRF testing rule would have economic benefit, "we probably could expedite the [issuance of] the rule," he said.

AIRCRAFT ELECTRONICS ASSOCIATION and other groups have complained bitterly that current HIRF testing requirements are too stringent, discourage operators from installing new avionics and impose an "onerous economic burden...on the industry" *(BA, March 25/123)*. They also note that FAA has been promising to issue a notice of proposed rulemaking for months, but has not done so.

HARRIS also said FAA expects to send a reauthorization package to Congress in "two to three weeks" that provides for continuation of aviation user fees and funding of major FAA programs. Harris predicted that recommended funding levels for Operations/Maintenance, the Airport Improvement Program and Facilities and Equipment will remain relatively stable, but he said FAA will seek increased funding for Research, Engineering and Development.

TRANSPORTATION DEPARTMENT's fiscal 1993 budget proposal does not request funding for a new DOT headquarters building, but Acting DOT Secretary James Busey told *BA* last week such a request is likely in later years. The fiscal 1992 budget request sought an initial $69 million for the new DOT headquarters – which had a total estimated cost of $624 million – but the proposal encountered opposition and was never approved by Congress. Busey said there is no funding request in FY 1993 because "we're slowing down to take a look at the changing real estate market in the Washington area." Busey said the schedule for the new building didn't require funding in FY 1993, but he added that "you can expect a request" in future years.

BUSH PROPOSES LUXURY TAX REPEAL, INVESTMENT TAX ALLOWANCE

President Bush's proposals to repeal the luxury tax on aircraft and boats and adopt an Investment Tax Allowance to spur economic activity met with strong support from the aviation community last week, but there is concern about how long it may take Congress to adopt the Bush plan or some other economic stimulus package.

As proposed by Bush, the 10 percent luxury tax on aircraft and boats would be repealed effective Feb. 1, 1992 and there were indications last week the luxury tax repeal will receive early consideration in the Senate. Sen. Finance Committee Chairman Lloyd Bentsen (D-Tex.) agreed to hold hearings on the measure in return for withdrawal of a luxury tax repeal amendment by Sen. John Chafee (R-R.I.). Chafee had offered his amendment to a bill providing a 13-week extension of unemployment benefits, a measure Democrats are eager to pass. In return for Chafee's withdrawal of the luxury tax issue from that bill, Bentsen agreed to expedite Finance Committee hearings on the luxury tax repeal.

The luxury tax repeal has the support of both Senate Majority Leader George Mitchell (D-Me.), whose home state has lost jobs in the boating industry because of the luxury tax, and Senate Minority Leader Robert

(Continued on Page 46)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kerry Lynch**/Assistant Editor, **Martin Sibley**/Senior Copy Editor, **Tom Woodall**/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • **Officers of McGraw-Hill, Inc.**; Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $450, 6 months $290. Quantity rates on request. Mailed first class.

Airport and Airway Trust Fund
Income Statement
October 1, 1991 - November 30, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 9,365,000.00	$ 19,375,000.00
Transportation by Air, Seats, Berths, etc.	349,051,000.00	726,025,000.00
Use of International Travel Facilities	20,763,000.00	41,596,000.00
Transportation of Property and Cargo	19,932,000.00	39,932,000.00
Gasoline:		
Commercial 9 cents tax	217,000.00	449,000.00
Non-commercial 9 cents tax	2,428,000.00	5,023,000.00
Non-commercial 2.9 cents tax	0.00	0.00
Total Tax Receipts	$ 401,756,000.00	$ 832,400,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	0.00	2,905,650.00
Gas Retailers Tax	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 0.00	$ 2,905,650.00
Net Tax Receipts	$ 401,756,000.00	$ 829,494,350.00
Interest on Investment	$ 588,453.49	$ 1,751,479.80
Accrued Interest Income	103,289,204.85	521,056,521.77
NET RECEIPTS	$ 505,633,658.34	$ 1,352,302,351.57
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (380,293,833.47)	$ (640,293,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	0.00
TOTAL NON-EXPENDITURE TRANSFERS	$ (380,293,833.47)	$ (640,293,833.47)
TOTAL OUTLAYS/TRANSFERS	$ (380,293,833.47)	$ (640,293,833.47)
SURPLUS/(DEFICIT)	$ 125,339,824.87	$ 712,008,518.10

From Treasury Department data

AVITAS AVIATION

(Continued on Following Page)

Airport and Airway Trust Fund

Balance Statement

As of November 30, 1991

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 662.12	
TOTAL UNDISBURSED BALANCE		$ 662.12
Receivables:		
Interest Receivables	$ 832,901,486.58	
TOTAL RECEIVABLES		$ 832,901,486.58
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	$ 15,193,672,000.00	
8% matures 06/30/92	163,614,000.00	
7-7/8% matures 06/30/92	$ 27,338,000.00	
NET INVESTMENTS		$ 15,384,624,000.00
TOTAL ASSETS		$ 16,217,526,148.70
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	712,008,518.10	
TOTAL EQUITY		$ 16,217,526,148.70
TOTAL LIABILITIES & EQUITY		$ 16,217,526,148.70

Activity Report

October 1, 1991 - November 30, 1991

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 0.00	$ 75.00
Grants-in-Aid	51,624,945.25	30,679,122.80
Facilities & Equipment	(34,021,959.80)	62,343,302.88
Research Engineering Development	4,957,227.89	11,122,268.85
TOTAL UNDISBURSED BALANCE	$ 22,560,213.34	$ 104,144,769.53
EXPENSES		
Operations	$ 0.00	$ (50.00)
Grants-in-Aid	153,075,054.75	297,796,267.21
Facilities and Equipment	192,615,793.27	281,516,127.38
Research Engineering Development	12,042,772.11	25,719,837.36
NOAA Aviation Weather Services	0.00	0.00
DOT/Rental Payments	0.00	0.00
TOTAL EXPENSES	$ 357,733,620.13	$ 605,032,181.95
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (380,293,833.47)	$ (640,293,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	0.00
TOTAL NON-EXPENDITURE TRANSFERS	$ (380,293,833.47)	$ (640,293,833.47)

From Treasury Department data.

AVITAS AVIATION

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Business & Commercial Aviation Feb. 10, 1992

Vol. 54 No. 6

INTELLIGENCE

BEECH AIRCRAFT President Jack Braly last week asked the House Ways and Means Committee to expedite passage of an economic recovery bill. "The mere mention of changing the tax laws creates a 'wait and see' attitude among our customers. Clearly, an industry shipping only 1,021 airplanes a year cannot wait," he said. The House Ways and Means Committee, which held three days of hearings on the U.S. economy, heard testimony for the first time on luxury tax repeal. Chairman Dan Rostenkowski (D-Ill.) last year was said to have refused hearings on the subject. *(See related article below.)*

GEN. JERRY CURRY's chances of becoming FAA administrator appear to be diminishing with each passing day. Curry, who underwhelmed aviation industry officials during a get-acquainted meeting in December, reportedly was told by Deputy DOT Secretary James Busey to resign his current post as head of the National Highway Traffic Safety Administration. Curry's nomination as FAA administrator is awaiting a vote in the Senate, but a hold on the nomination is still in place. *(See related article on Page 59.)*

NATIONAL BUSINESS AIRCRAFT ASSOCIATION has completed the first round of interviews of candidates for the association's presidency, and officials say they're pleased with the quality of the candidates. NBAA is seeking someone who "has a pilot's license or equivalent" but a report that the successful candidate must have experience as a chief pilot or flight department manager is not true, officials said. The association is seeking someone with "direct managerial experience in the aviation industry" that is applicable to running an association like NBAA. Selection of a new president is anticipated within the next 30 to 60 days, about in line with the time frame originally spelled out *(BA, Dec. 9/227)*. In the interim, John Winant, president emeritus, continues to oversee operations at NBAA's Washington headquarters while serving as counselor to the chairman.

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY is expected to announce a major order for small aircraft this month for use in the school's flight training curriculum. The university has held discussions with French manufacturer Aerospatiale and American General Aircraft Corp. of Greenville, Miss., which may end up splitting the multi-year procurement *(BA, Nov. 4/179)*.

BRALY ASKS HOUSE WAYS AND MEANS TO CONSIDER LUXURY TAX REPEAL, ITC ENACTMENT

Beech Aircraft President Jack Braly last week told the House Ways and Means Committee that government policy "has been a major contributor to the decline in the industry" and urged committee members to consider repealing the 10 percent luxury tax and reinstituting the investment tax credit. Braly, who testified on behalf of the General Aviation Manufacturers Association during hearings on the status of the U.S. economy, said the aircraft luxury tax "has completely missed the mark of its intended purpose and brought further damage to general aviation."

He cited a Price Waterhouse study that verified that Beech lost 61 sales in the first three quarters of 1991, which Braly said translates into about $110 million in lost billings and 420 lost jobs for one year. "Had the sales been made and had these production workers been building airplanes, they would have generated approximately $3.6 million in income to the federal government," Braly said. "These are just the Beech numbers. Our engine manufacturers did not build the engines. Our avionics manufacturers did not build the radios..." Instead, he said, the aircraft luxury tax generated about $65,000 during calendar 1991.

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1991 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	L-25C	Crash during approach in heavy rain,IMC	PT-KKV	Brazil	App	Pass	5	D
02-06	MU-300	Swerved landing to avoid deer on runway	-	VA	Ldg	Pass	-	M
02-13	L-35A	Crash during steep turn on approach	N535PC	CO	App	Pass	3	D
02-14	G-II	Ran off runway landing, IMC conditions	N85EQ	OH	Ldg	Pass	-	S
02-16	CE-500	Failed to extend gear prior landing	N11HJ	U.K.	Ldg	Tra	-	S
02-18	DA-900	Uncontained engine failure during climb	N90EW	CO	Clb	Pass	-	M
02-23	1123	Overshot landing, main gear collapse	XA-POJ	FL	Ldg	Pass	-	S
03-01	CE-550	Left main ldg. gear collapsed landing	N1958N	GA	Ldg	Pass	-	M
03-04	L-35A	Veered off runway during landing	N136JP	OH	Ldg	Pass	-	M
03-16	HS-125-1A.	Collided with mountain, night departure	N831LC	CA	Clb	Pass	10	D
03-18	CE-650	Cowling separation during flight	C-GCFP	IO	Cru	Pass	-	M
03-18	L-25D	Crash app. in IMC, no further information	PT-LLL	Brazil	Ldg	Pass	4	D
04-02	CE-500	Hard ldg., windshear, nose gear collapse	N101HB	CA	Ldg	Pass	-	M
04-08	1124	Swerve, runway departure during takeoff	N41WH	CO	TO	Pass	-	M
04-10	NA-265	Nose gear collapse ldg. Hyd. malf/failure	N71460	VA	Ldg	Pass	-	M
05-01	1124A	Ran off runway following hard ldg. in IMC	N445BL	CT	Ldg	Pass	-	S
05-04	CE-500	Insufficient rwy. for TO, late abort	PT-LOS	Brazil	TO	Pass	-	S
05-21	CE-550	Crash during landing,no other information	5N-AMR	Nigeria	Ldg	Pass	2	D
06-17	G-II	Hit mountainous terrain during approach	N204RC	Venez.	App	Pass	4	D
06-29	G-IV	Severe convective activity, dual eng.loss	5N-FGP	Nigeria	Cru	Pass	-	M
07-02	L-23	Ran off runway end during landing	N500FM	TN	Ldg	Crgo	-	S
07-22	L-23	Crash off departure end of rwy.during TO.	N959SC	MI	TO	Pass	3	D
08-05	L-25	Crashed on landing, no injuries reported	CP -	Paraguay	Ldg	Pass	-	S
09-04	G-II	Crash during descent for ldg., Malaysia	N204C	Malaysia	Desc	Pass	13	D
09-14	DA-20C	Overran rwy. in rain,high winds,wet rwy.	I-NLAE	Germany	Ldg	Pass	1	D
10-06	L-55C	Loss control ldg.Aircraft veered off rwy.	N555MX	Germany	Ldg	Pass	-	S
10-21	CL-600	Main cabin door separation during climb	N91UC	VA	Clb	Pass	-	M
11-19	NA-265	Jumped chocks during start,hit other acft	N61RH	CA	Pkd	Ferry	-	S
12-11	BE-400	Flew into mtn.,VFR departure in marg.wx.	N25BR	GA	Clb	Pass	9	D
12-23	L-25B	Landed long, runway overshoot	N -	CA	Ldg	Pass	-	S

Information is based on preliminary reports and is subject to change as investigation continues.

Source: Robert E. Breiling Associates

1991 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	BE-90F	Pwr.loss init.clb.,following eng.change	N311DS	TX	Clb	Ferry	-	S
01-11	BE-200	Hard landing in IMC, icing conditions	N200MR	MO	Ldg	EMS	-	S
01-14	BE-200	Fuel exhaustion, off airport landing	G-VPLC	U.K.	Ldg	Pass	-	S
01-30	BE-200	Hit snowbank on rwy side.IMC,low vis.app.	N30SE	PA	Ldg	Pass	-	S
02-01	BE-200	Engine cowl separation in flight	N5584M	IN	Desc	Pass	-	M
02-22	MU-2	Crash following steep turn on takeoff	N274MA	OK	TO	Test	3	D
03-13	BE-200	Rt. main gear collapsed during landing	G-SWFT	U.K.	Ldg	Pass	-	S
03-30	PA-31T	Nose gear collapsed landing	N308SC	AK	Ldg	Pass	-	S
05-04	BE-90F	Nose gear collapsed landing	N208RC	FL	Ldg	Pass	-	S
05-07	MU-2	Mid air during attempted night formation	N106MA	TX	Clb	Ferry	1	D
05-21	MU-2	Crash, circumstances unknown	F-GDHS	France	App	Pass	3	D
05-23	AC-690C	Partial flap sys. failure on approach	N81TR	CO	App	Ferry	-	N
05-29	G-159	Rt. main landing gear collapsed landing	EC-EIL	Spain	Ldg	EMS	-	S
06-17	BE-90	Gear up landing	N819P	WA	Ldg	Ferry	-	S
06-23	SA-227TT	Veered right landing, nose gear collapse	N13JV	MS	Ldg	Ferry	-	S
06-28	MU-2	Near miss at night on approach, hit water	N2CJ	CA	App	Pass	4	D
07-20	BE-90C	Parachute shrouds jammed in stabilizer	N9HW	OH	Maneu	Other	-	S
07-22	BE-200	Cowling door separated in flight	N770M	WI	Cru	Pass	-	M
09-08	MU-2K	Crash during TO, possible engine loss	N321ST	Cda	TO	Pass	3	D
09-20	MU-2B	Landed in field short of runway	N750QQ	OK	Ldg	Pass	-	M
09-22	PA-31T	Uncontrolled taxi into several aircraft	N 2FJ	NM	Txi	Train	-	S
09-27	MU-2	Propeller separation in flight	C-FFSS	NY	Cru	Cargo	-	S
10-01	KA-200	Rt. gear collapsed during landing roll	N 284K	IN	Ldg	Pass	-	M
10-05	AC690	Wreckage found in woods, unknown cause	N 3673X	FL	-	Other	1	D
10-12	BE-90	Crash, circumstances unknown	OB-1305	Peru	-	Pass	4	D
11-02	AC-690	Crashed, pilot incapacitation	N 799V	KS	Cru	Pass	2	D
11-23	KA-100	Hit trees on approach in marginal wx.	N 24169	MI	App	Pass	3	D
11-26	KA-200	Veered of runway during landing roll	N 783MC	NM	Ldg	Pass	-	S
12-03	SA-226T	Propellers hit runway during landing	N 14TP	IO	Ldg	Pass	-	S
12-06	MU-2	Rt. main gear collapsed during landing	N6569L	Cda	Ldg	Pass	-	S
12-13	PA-31T2	Uncontrolled descent from cruise	N 307SC	AK	Cru	Ferry	1	D

Information is based on preliminary reports and is subject to change as investigation continues.

Source: Robert E. Breiling Associates

1991 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-07	AS-332M	Tail rotor failure, post mtnce. flight	-	Singapore	Cru	Test	4	D
01-26	MBB-117B1	Struck mtn. cruise. IMC, night (dark)	N891GM	PA	Cru	Ferry	4	D
02-10	BO-105CBS	Sank following precautionary eng.out ldg.	N5413D	AK	Ldg	Pass	-	D
02-24	BE-212	Pitched over during app.,ditched in ocean	5N-AJY	Nigeria	App	Pass	9	D
03-13	SA-330	Fell into sea during hover TO from oil rig	XC-	Mexico	TO	Pass	1	D
04-04	BE-412	Mid air with PA-600, crash in school yard	N78S	PA	Maneu	Pass	2	D
04-05	S-61N	Lost control, pitch up during water ldg.	ZS-HHN	Brazil	Ldg	Tra	-	S
04-25	B-212	Crashed during practice autorotation	SU-CAT	Egypt	Maneu	Tra	2	D
05-12	SA-332	Crash on approach to offshore tanker	VH-WOF	Australia	App	Ferry	-	D
06-17	S-76A	Crash during TO from platform in Gulf	N5418N	GM	TO	O.S.	-	S
06-27	S-64	Inadvertent power up,lift off, roll over	N6959R	WA	TO	Ext.Ld	-	S
07-01	BE-412	Power disconnect, autorotation, hard ldg.	N20703	CO	Cru	Pass	-	S
07-25	BO-105	Hit static wire on low level night patrol	N5EG	NV	Cru	Pass	5	D
08-05	AS-365N	Hit mountain, possible IMC conditions,fog	TU-	Japan	Cru	Pass	8	D
08-08	BE-412	Tail rotor disconnect T.O., water landing	N177EH	GM	TO	Pass	-	N
08-10	BE-212	Struck rig while maneuvering	LN-OSC	Norway	Maneu	Pass	3	D
08-13	BO-105LS	Collided with terrain during landing	N9737N	HI	Maneu	Pass	1	D
08-26	BE-412	Tail rotor/system malf/failure,crash app.	N3909F	GM	App	Pass	1	D
10-28	AS-355	Cowl opened in flight, hit main rotors	N 101UC	MT	Cru	EMS	-	S

Information is based on preliminary reports and is subject to change as investigation continues.

Source: Robert E. Breiling Associates

1991 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-19	B-206B3	Crash into Gulf of Mex. during VMC	N2269V	LA	Cru	O.S.	3	D
01-27	B-206L1	Crash off shore operating in marg.wx.	N39HC	LA	Cru	O.S.	2	D
01-31	SA-341G	Lost power shortly after takeoff	N341WC	FL	TO	Photo	-	D
02-13	B-206B	Mid air with other aircraft on takeoff	N2282T	CA	TO	Pass	-	D
02-16	B-206B	Crash lift off in white out conditions	N59568	AK	TO	Pass	-	S
02-22	B-206	Windshield penetrated by bird, cruise	N213AL	LA	Cru	Pass	-	M
02-22	FH-1100	Rolled over landing following vibration	N210FH	FL	Ldg	Photo	-	S
03-07	B-206	Crash in Gulf, no further information	-	GM	Cru	O.S.	-	D
03-07	B-206B2	Ext.strap fouled tail, during helo hoist	N59491	GM	Hvr	O.S.	1	S
03-08	B-206B	Fuel exhaustion cruise, water landing	N2072C	HI	Cru	Pass	-	D
03-11	H-369D	Power malf/failure, damaged autorotation	N1088L	OR	Cru	Pass	-	S
03-12	UH-1B	Tail rtr. malfunctioned TO, hard landing	N9687R	FL	TO	Aer.App.	-	S
03-27	H-369HS	Struck fence post with tail rotor landing	N5FC	MD	Ldg	Patrol	-	S
04-01	H-369C	Control malfunction TO, water landing	N9227F	N.Guinea	TO	Pass	-	D
04-03	B-206B	Float separation during flight, hit rotor	N16964	AK	Cru	Pass	-	S
04-07	H-500D	Hard landing, helicopter rolled over	N1109Q	NV	Ldg	Pass	-	S
04-23	B-206B	Crash during off shore operations	N213AL	GM	Cru	O.S.	2	D
05-05	H-369HS	Power malf/failure,hit trees autorotation	N9219F	HI	Ldg	Pass	-	S
05-06	B-206	Helo stolen, destroyed by ground impact	N49720	NV	Ldg	Other	-	D
05-07	B-206B3	Drive coupling failed,hit bldg.on descent	N717NH	TX	Desc	Pass	-	D
05-21	UH-1B	External sling load struck trees	N87966	AK	Maneu	Ext.Ld.	1	D
05-22	H-500	Ext.load broke loose in flt., struck tail	N5314D	AK	Maneu	App	-	S
05-22	UH-1B	Power loss during external load operation	N87729	AK	Maneu	Ext.Ld.	-	S
05-26	H-300	Pilot loss of control during hover	N7033H	CA	Hvr	Pass	-	S
05-28	B-206B2	Hard landing, practice autorotation	N90307	WA	Ldg	Tra	-	S
05-29	UH-1B	Collided with lake surface during low flt.	N9650N	GA	Cru	Pass	-	S
06-04	H-500	Power malf/loss,crash during autorotation	N415B	Greece	Cru	Ferry	-	S
06-05	H-500	Crash during operation in IMC	N18KJ	CA	TO	Ferry	-	D
06-06	B-206B	Fuel exhaustion, crashed on approach	N2120X	HI	App	Pass	-	S
06-13	AS-350D	Power loss/malf., crash in parking lot	N214LA	CA	Cru	Pass	3	D
06-17	B-206L3	Rolled off dolly during gust conditions	N306MP	FL	Static	Patrol	-	S
06-26	B-47Soloy	Power loss, autorotation into trees	N 7859S	WA	Maneu	Aer.App.	1	S
06-30	B-206L1	Hard ldg. on platform, tailboom failed	N2772A	GM	Ldg	Pass	-	S

Information is based on preliminary reports and is subject to change as investigation continues.

Source: Robert E. Breiling Associates

1991 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-07-01	B-206B3	Hard landing at high elevation	N302MH	AK	Ldg	Pass	-	S
07-01	UH-1B	Power loss, crash during forced landing	N91348	WV	Ldg	Aer.App.	-	S
07-03	H-300	Impacted water during maneuvering	N58404	MI	Maneu	Pers	-	S
07-05	H-369D	Collided with terrain, VFR in IMC	N18KJ	CA	Maneu	Pers	-	S
07-08	B-206B	Power loss during aerial taxi to ramp	N333FC	FL	Taxi	Ferry	-	S
07-14	B-206B	Fuel exhaustion, damaged landing	N16962	TX	Cru	Ferry	-	S
07-22	B-206B	Collided with terrain while maneuvering	N276KA	WA	Maneu	Pass	-	S
07-24	AS-350B	Hard landing following engine loss	N766MP	HI	Maneu	Pass	-	S
07-26	B-206L1	Settled during external load operation	N87966	CA	Clb	Ext.Ld.	1	D
08-24	B-206L4	Hard ldng.during development flt. tests	N2770X	TX	Ldg	Test	-	S
08-28	AS-350B	Collided with terrain, night EMS flight	N64SF	OR	Cru	EMS	3	D
09-11	H-500	Power loss, crash during emergency ldg.	N29JV	AK	Cru	Ferry	-	S
10-06	B-206L1	Hard landing during practice autorotation	N78CF	FL	Ldg	Tra	-	S
10-11	H-500	Pilot allowed rotor RPM to decay	N9474	OR	Maneu	Other	-	D
10-14	AS-350	Landed hard following power loss in hover	N35961	HI	Hover	Pass	-	S
10-24	B-206L3	Hard landing, practice autorotation	N911KP	WA	Ldg	Pass	-	S
10-25	B-206B	Collided with tower, night, marg.wx, IMC	N3456M	CA	Cru	Pass	3	D
10-26	AS-350B	Hard ldg, hydraulic boost off approach	N9001S	AZ	Hvr	Tra	-	S
11-08	B-206	After TO, controls erratic/lost, crash	N5736B	UT	Clb	Ferry	1	D
11-16	H-500	Power loss, hover, autorotated to ldg.	N68RC	OR	Hover	Ext.Ld.	-	M
11-20	B-206B3	Collided with terrain night, marg.wx, IMC	N5011K	CA	Cru	Pass	3	D
11-27	SA-316B	Uncontrolled descent into ground	N146RM	CA	Cru	Pass	4	D
12-07	AS-350	Collided with tower, night, marg.wx, IMC	N	NC	Cru	Pass	3	D

Information is based on preliminary reports and is subject to change as investigation continues.

Source: Robert E. Breiling Associates

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™
Business & Commercial Aviation
March 2, 1992
Vol. 54 No. 9

INTELLIGENCE

FEDERAL AVIATION ADMINISTRATION continues to forecast very little growth in the number of general aviation aircraft and number of pilots. At the agency's annual Aviation Forecast Conference Friday in Washington, FAA said "the active general aviation fleet will grow slowly (up 0.5 percent annually) over the 12-year forecasting period," with turbine-powered airplanes and helicopters showing the strongest annual growth rates, 2.6 percent and 6.1 percent, respectively. At the beginning of 1991, FAA said there were 702,659 pilots in the U.S. and the agency is forecasting an annual growth rate of 1.2 percent, boosting the pilot population to 810,800 by 2003. Number of pilots that will hold airline transport (ATP) ratings by 2003 is estimated at 153,900, or 19 percent of the total. That compares with 107,732 ATP pilots in 1991, or approximately 15.3 percent of the total pilot population.

IN AN UNUSUAL ACTION, the National Transportation Safety Board last week supported FAA's findings regarding a series of Piper Malibu accidents even though the board has not yet issued its own report on the accidents. NTSB investigations are pending in four Malibu accidents, but the board said "in none of the accidents did the safety board find any structural problems with the aircraft." *See related article on Page 90.*

PROPOSAL by the Province of Saskatchewan and a group of private investors to acquire most of the assets of Piper Aircraft Corp. still has not been submitted to the federal bankruptcy court overseeing Piper. Vice Chairman C. Raymond Johnson previously said he expected the proposal to go to the court a month ago *(BA, Feb. 3/47)*, but he told *BA* Friday that formal submission of the proposal has been delayed by issues raised by attorneys for the creditors committee. Johnson said he hopes remaining questions will be resolved this week at a meeting between representatives of the creditors committee and the proposed purchasers, clearing the way to present the proposal to the court. Johnson said he also anticipates receipt of a similar purchase proposal from a group of British Columbia investors this month.

GAO REPORT CALLS FOR INCREASED AIR TAXI INSPECTIONS; NATA DISPUTES FINDINGS

The General Accounting Office came under fire last week after releasing a report that called for more FAA inspections of air taxi operations and raised the possibility of requiring fitness reviews for firms providing on-demand air service. The report, *Air Taxis – The Most Accident-Prone Airlines – Need Better Oversight*, said air charters had as many fatalities as scheduled air carriers from January 1990 through July 1991 and 31 more than the number killed in regional airline accidents. "Adequate FAA oversight is critical to ensuring the safety of the almost five million people who annually fly on air taxis," GAO said, adding that FAA does not perform all required annual routine inspections of air charter operators. The report by GAO, an investigative agency of Congress, said routine inspections "have had limited effectiveness in discovering air taxi operators' safety violations." GAO also said FAA has not conducted an industry-wide special inspection of air taxis since 1985 because it gives Part 121 airlines and commuters a higher priority.

The report spurred a hearing last week before the House Public Works investigations and oversight subcommittee, which is considering whether legislation is needed to improve the inspection program and remove air charters' statutory exemption from the fitness reviews that are required for scheduled airlines. However, critics of the report – the Department of Transportation, Federal Aviation Administration, National Air Transportation Association and a few members of Congress – charged that GAO presents an unbalanced view

(Continued on Page 90)

NOW ONLINE WORLDWIDE

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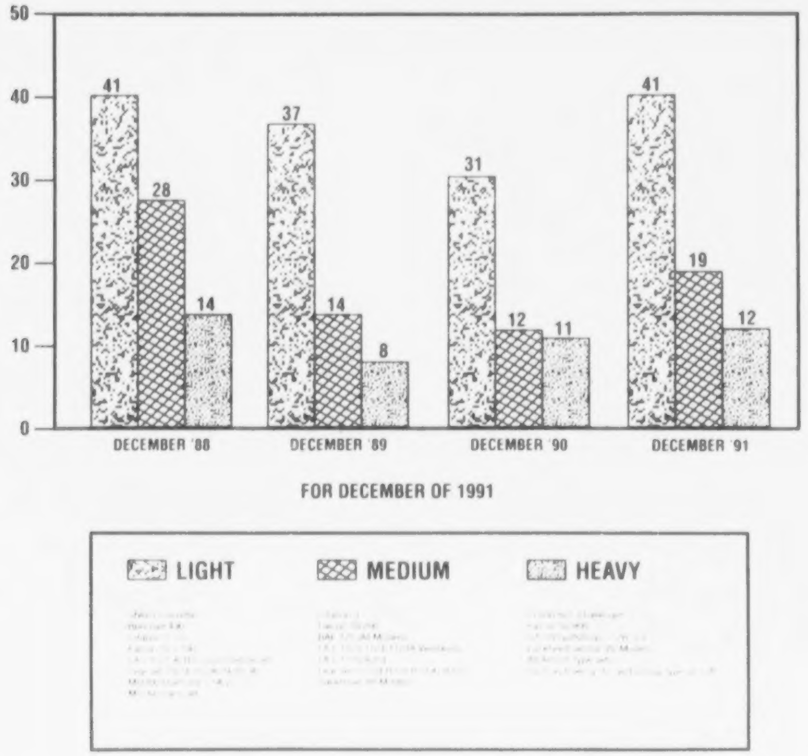
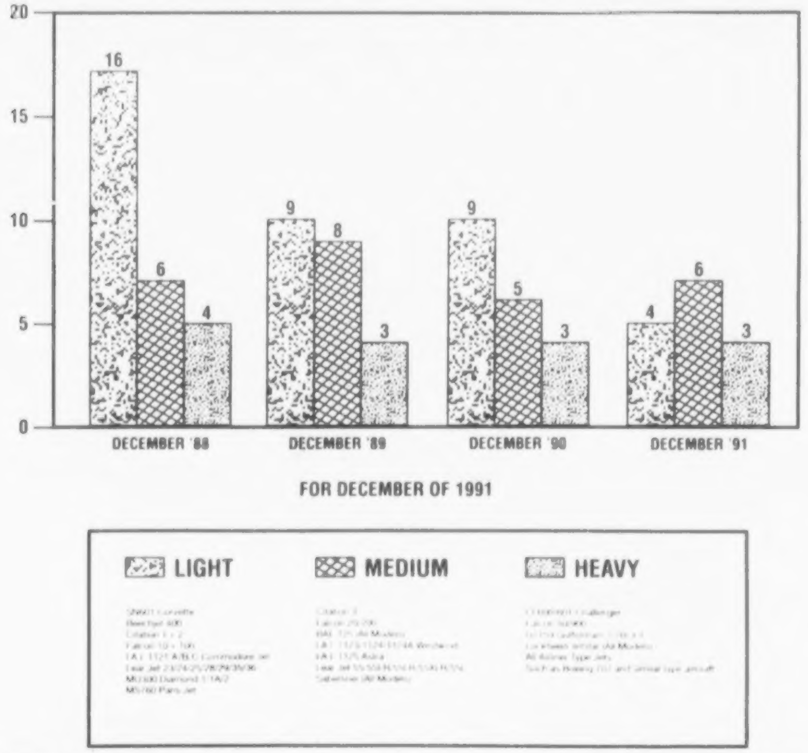
USED RETAIL JET DELIVERIES — NORTH AMERICA



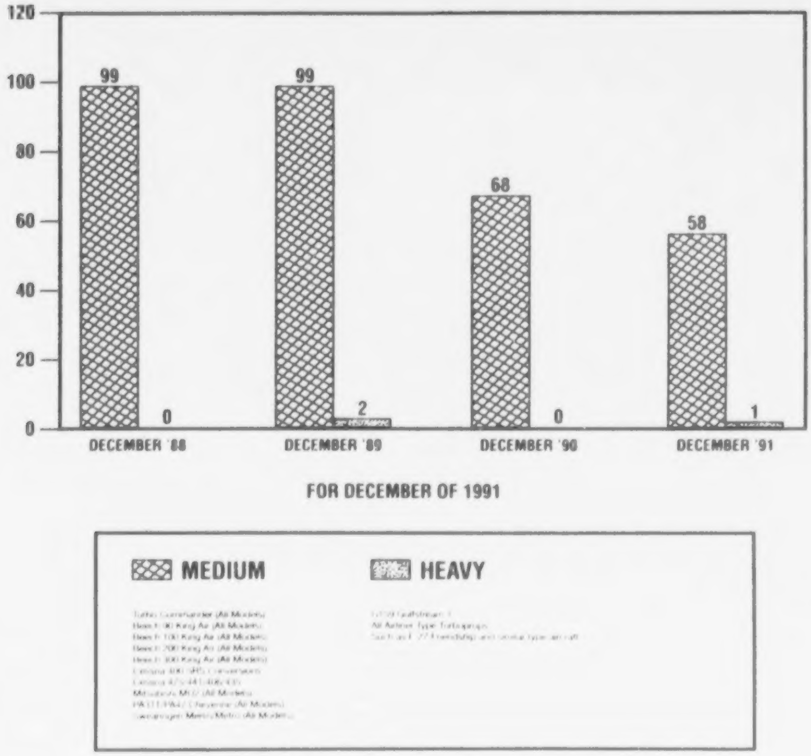
USED RETAIL JET DELIVERIES — OUTSIDE NORTH AMERICA



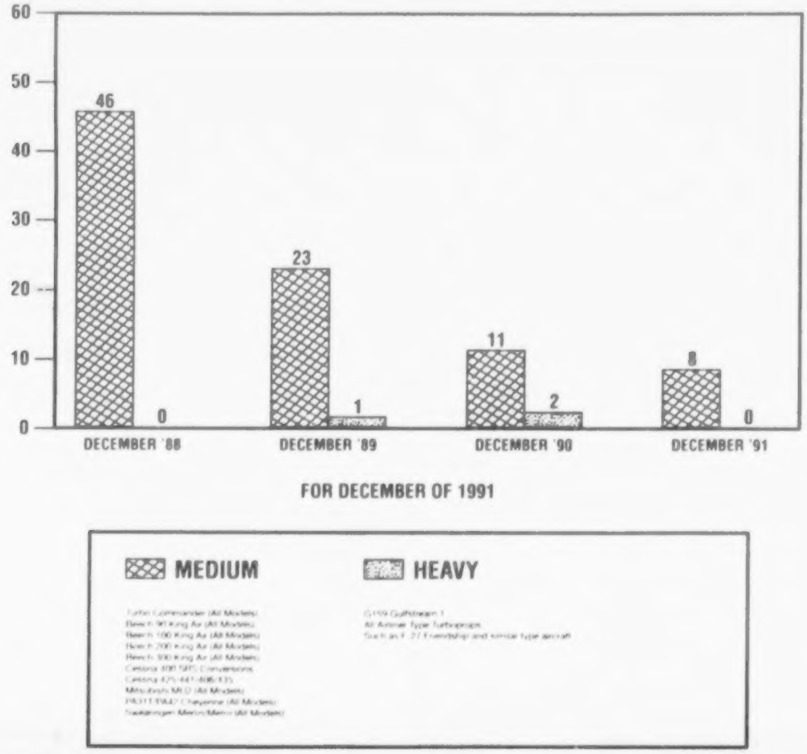
SOURCE: AVDATA, INC., WICHITA, KS

JANUARY '92

USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS JANUARY '92

Airport and Airway Trust Fund
Income Statement
October 1, 1991 - December 31, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 9,687,000.00	$ 29,062,000.00
Transportation by Air, Seats, Berths, etc.	349,051,000.00	1,075,076,000.00
Use of International Travel Facilities	20,907,000.00	62,503,000.00
Transportation of Property and Cargo	20,070,000.00	60,002,000.00
Gasoline:		
Commercial 9 cents tax	224,000.00	673,000.00
Non-commercial 9 cents tax	2,512,000.00	7,535,000.00
Non-commercial 2.9 cents tax	0.00	0.00
Total Tax Receipts	$ 402,451,000.00	$ 1,234,851,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	3,640,820.00	6,546,470.00
Gas Retailers Tax	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 3,640,820.00	$ 0.00
Net Tax Receipts	$ 398,810,180.00	$ 1,228,304,530.00
Interest on Investment	$ 316,477,361.60	$ 318,228,841.40
Accrued Interest Income	(521,056,521.77)	0.00
NET RECEIPTS	$ 194,231,019.83	$ 1,546,533,371.40
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (267,080,000.00)	$ (907,373,833.47)
National Oceanic and Atmospheric Administration (NOAA)	(8,847,250.00)	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (275,927,250.00)	$ (916,221,083.47)
TOTAL OUTLAYS/TRANSFERS	$ (275,927,250.00)	$ (916,221,083.47)
SURPLUS/(DEFICIT)	$ (81,696,230.17)	$ 630,312,287.93

From Treasury Department data.

AVITAS AVIATION

(Continued on Following Page)

Airport and Airway Trust Fund

Balance Statement
As of December 31, 1991

ASSETS		
Undisbursed Balances:		
Available for Investment	$ (3,640,081.47)	
TOTAL UNDISBURSED BALANCE		$ (3,640,081.47)
Receivables:		
Intrest Receivables		
TOTAL RECEIVABLES	$ 0.00	$ 0.00
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	15,193,672,000.00	
8% matures 06/30/92	125,108,000.00	
7-7/8% matures 06/30/92	$ 820,690,000.00	
NET INVESTMENTS		$ 16,139,470,000.00
TOTAL ASSETS		$ 16,135,829,918.53
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	630,312,287.93	
TOTAL EQUITY		$ 16,135,829,918.53
TOTAL LIABILITIES & EQUITY		$ 16,135,829,918.53

Activity Report
October 1, 1991 - December 31, 1991

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 321.00	$ 396.00
Grants-in-Aid	(44,531,272.91)	(13,852,150.11)
Facilities & Equipment	4,962,088.86	67,305,391.74
Research Engineering Development	(4,189,766.35)	6,932,502.50
TOTAL UNDISBURSED BALANCE	$ (43,758,629.40)	$ 60,386,140.13
EXPENSES		
Operations	$ (321.00)	$ (371.00)
Grants-in-Aid	171,931,272.91	469,727,540.12
Facilities and Equipment	114,717,911.14	396,234,038.52
Research Engineering Development	24,189,766.35	49,909,603.71
NOAA Aviation Weather Services	8,847,250.00	8,847,250.00
DOT/Rental Payments	0.00	0.00
TOTAL EXPENSES	$ 319,685,879.40	$ 924,718,061.35
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (267,080,000.00)	$ (907,373,833.47)
National Oceanic and Atmospheric Administration (NOAA)	(8,847,250.00)	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (275,927,250.00)	$ (916,221,083.47)

From Treasury Department data.

AVITAS AVIATION

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 54 No. 13

INTELLIGENCE

JAPANESE MANUFACTURER TOYOTA, which contracted with Burt Rutan's Scaled Composites, Inc. to build a prototype light aircraft that began flight tests last fall, has provided a brief glimpse under the veil of secrecy that has surrounded the project *(see article on Page 130).*

PILOT COMPLAINTS have spurred FAA to commission a new working group to study flight and duty time limits for Part 135 operations, Anthony Broderick, FAA associate administrator for regulation and certification, told the House aviation subcommittee this month. The working group, which will be part of the Aviation Rulemaking Advisory Committee, is expected to convene officially sometime after May. Broderick cautioned that although FAA hopes the working group will develop flight and duty time recommendations "as soon as possible, I do not expect it to be an easy process that will be resolved in weeks and even months."

BARRY HARRIS, acting FAA Administrator, appears to be the favorite to be nominated for the job on a permanent basis following the decision by former Gen. Jerry Curry to withdraw his name from consideration.

STUDENT ENROLLMENT in the 17 largest schools with flight education programs has increased some 30 percent over a year earlier, according to Gary Kiteley, executive director of the University Aviation Association. Speaking this month at a Kansas City symposium on training aircraft, he said those schools currently operate about 500 aircraft, almost 50 percent of which are Cessnas. Finding new aircraft at a reasonable price is a problem, but nearly half the schools plan to purchase new trainers in the next 12-24 months.

THE WILLIAMS-ROLLS FJ44 turbofan engine won FAA type certification last week. The 1,900-pound thrust engine, developed by Williams International of Walled Lake, Mich., later joined by Rolls-Royce, has been selected to power two new fuel-efficient, entry-level business jets, the Swearingen SJ30 and the Cessna CitationJet. Officials said the FJ44-1A engine had accumulated more than 1,500 hours of flight testing in four different aircraft, had its performance validated to 50,000 feet in two different altitude chambers and successfully completed 30,000 rapid cycles of acceleration/deceleration tests. Production of the FJ44 is underway at Williams' Ogden, Utah facility.

HOUSE AVIATION SUBCOMMITTEE Chairman James Oberstar (D-Minn.) said Tuesday he remains concerned that regional airlines and air taxis that are in poor financial shape are not following safety standards. Oberstar, who held a hearing earlier this month on commuter airline safety *(BA, March 23/123)*, promised to "follow up" the hearing, but said he was unsure if that meant more hearings or new legislation.

NATIONAL AIR TRANSPORTATION ASSOCIATION and the National Business Aircraft Association last week asked the House aviation subcommittee to transfer the adjudication of airmen civil penalty cases to the National Transportation Safety Board – an action that the Administrative Conference of the U.S. (ACUS) recommended in December. NATA said air carrier civil penalty cases should be transferred as well. "Apparently ACUS does not understand that air carriers are subject to the same conflict of interest and forum shopping problems as are airmen," the association testified. Oberstar, however, said during a hearing on the civil penalty demonstration program, "it's going to take a lot of persuasion" for him to consider moving any part of the program to the NTSB.

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Airport and Airway Trust Fund

Income Statement
October 31, 1991 - January 31, 1992

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 9,497,000.00	$ 38,559,000.00
Transportation by Air, Seats, Berths, etc.	345,914,000.00	1,420,990,000.00
Use of International Travel Facilities	16,667,000.00	79,170,000.00
Transportation of Property and Cargo	20,000,000.00	80,002,000.00
Gasoline:		
Commercial 9 cents tax	229,000.00	902,000.00
Non-commercial 9 cents tax	2,567,000.00	10,102,000.00
Total Tax Receipts	$ 394,874,000.00	$ 1,629,725,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	0.00	6,546,470.00
Gas Retailers Tax	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 0.00	$ 0.00
Net Tax Receipts	$ 394,874,000.00	$ 1,623,178,530.00
Interest on Investment	$ 3,536,347.55	$ 321,765,188.95
Accrued Interest Income	107,712,551.03	107,712,551.03
NET RECEIPTS	$ 506,122,898.58	$ 2,052,656,269.98
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (1,203,009,000.00)	$ (2,110,382,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (1,203,009,000.00)	$ (2,119,230,083.47)
TOTAL OUTLAYS/TRANSFERS	$ (1,203,009,000.00)	$ (2,119,230,083.47)
SURPLUS/(DEFICIT)	$ (696,886,101.42)	$ (66,573,813.49)

From Treasury Department data.

AVITAS AVIATION

(Continued on Following Page)

Airport and Airway Trust Fund

Balance Statement
As of January 31, 1992

ASSETS		
Undisbursed Balances:		
Available for Investment	$ (3,640,733.92)	
TOTAL UNDISBURSED BALANCE		$ (3,640,733.92)
Receivables:		
Intrest Receivables	$ 107,712,551.03	
TOTAL RECEIVABLES		$ 107,712,551.03
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	15,193,672,000.00	
8% matures 06/30/92	125,108,000.00	
7-7/8% matures 06/30/92	$ 16,092,000.00	
NET INVESTMENTS		$ 15,334,872,000.00
TOTAL ASSETS		$ 15,438,943,817.11
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	(66,573,813.49)	
TOTAL EQUITY		$ 15,438,943,817.11
TOTAL LIABILITIES & EQUITY		$ 15,438,943,817.11

Activity Report
October 1, 1991 - January 31, 1992

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 0.00	$ 396.00
Grants-in-Aid	25,860,738.21	12,008,588.10
Facilities & Equipment	63,443,133.25	130,748,524.99
Research Engineering Development	(1,594,700.40)	5,337,802.10
TOTAL UNDISBURSED BALANCE	$ 87,709,171.06	$ 148,095,311.19
EXPENSES		
Operations	$ 791,109,000.00	$ 791,108,629.00
Grants-in-Aid	121,939,261.79	591,666,801.91
Facilities and Equipment	185,656,866.75	581,890,905.27
Research Engineering Development	16,594,700.40	66,504,304.11
NOAA Aviation Weather Services	0.00	8,847,250.00
DOT/Rental Payments	0.00	0.00
TOTAL EXPENSES	$ 1,115,299,828.94	$ 2,040,017,890.29
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (1,203,009,000.00)	$ (2,110,382,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (1,203,009,000.00)	$ (2,119,230,083.47)

From Treasury Department data.

AVITAS AVIATION

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™
Business & Commercial Aviation
April 13, 1992
Vol. 54 No. 15

INTELLIGENCE

AMR COMBS officials say June 1 is the target date for having the company's charter fleet listed on the Sabre computer reservation system (CRS). AMR Combs, which has about 70 aircraft available for charter—including more than 40 owned and operated by corporate flight departments participating in AMR's Alliance program—says Sabre will provide travel agents with the specifications and home bases of all AMR Combs charter aircraft. If customers express interest in a charter flight, travel agents will be able to obtain a firm price quote by calling a 24-hour number at AMR Combs flight operations center. AMR Combs officials say their charter fleet will be the only one available on a major CRS system *see related article on Page 152.*

REP. LAWRENCE COUGHLIN (R-Pa.), a member of the House transportation appropriations subcommittee who was the chief proponent of alcohol testing legislation, last week asked FAA acting Administrator Barry Harris to consider industry requests to reduce the percentage of employees randomly tested for drugs. Many aviation groups, including the National Air Transportation Association, have petitioned FAA to reduce the current 50 percent random testing requirement to as low as 10 percent *(BA, March 9/101).* Coughlin said the random testing requirements were designed to deter drug use and "not to burden the industry."

COMMUTER AIRLINE SAFETY HEARINGS held in recent weeks have raised the concerns of the National Air Transportation Association, which fears air taxi operations may be inadvertently included in any new legislation dealing with duty time. An NATA spokesman said air charters, which also operate under Part 135 rules, should be handled separately because their operations are different. "On-demand air charter aircraft do not typically have 10- or 12-hour days," he said, noting that strict flight and duty time rules could present serious staff problems for air charter operators.

ESTIMATES keep rising on the number of Congressmen who will not return to Washington when the 103rd Congress convenes next January. Approximately 50 members of the House and half a dozen senators previously had decided not to seek re-election or were defeated in primary elections and the trend continued this month when Sens. Kent Conrad (D-N.D.) and Tim Wirth (D-Colo.) said they would not seek re-election. Political observers in Washington speculate there may be as many as 150 new faces in the new Congress.

BRITISH AEROSPACE SEEKING MAJORITY PARTNER IN BUSINESS JET DIVISION

British Aerospace plc said Friday it is seeking a majority investor for its business jet division based in Chester, England. The division, which has about 1,200 employees in the United Kingdom, quietly became a separate entity known as British Aerospace Corporate Jets Ltd. on Feb. 1, a preliminary step in preparation for last week's announcement. The new division, which will drop the words British Aerospace from its title on May 1, includes "the relevant assets, employees and trading activities in the U.K....with overall responsibility for this line of business. Similarly, the relevant activities in North America will be transferred into a unit of British Aerospace Inc., to be known as the Corporate Jets Division with Ken Spinney designated as the vice president in charge." Spinney has been involved in BAe 125 sales for years as vice president-corporate marketing for BAe, Inc.

While the timing of last week's announcement was unexpected, the fact that British Aerospace is seeking outside investment in its business jet division was not surprising. The original Hawker Siddeley 125 design,

(Continued on Page 152)

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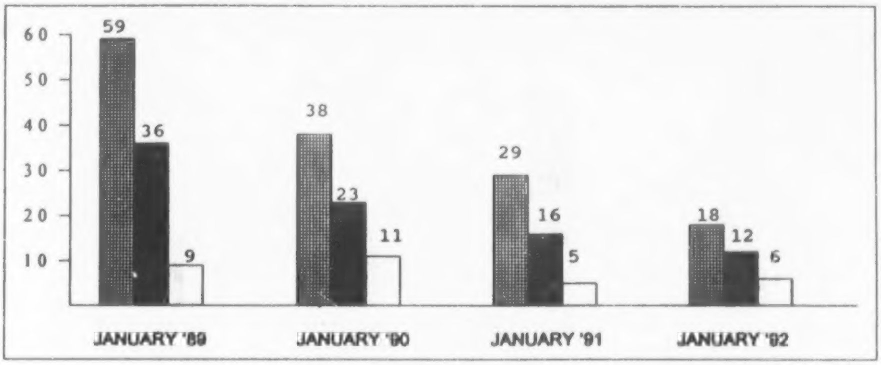
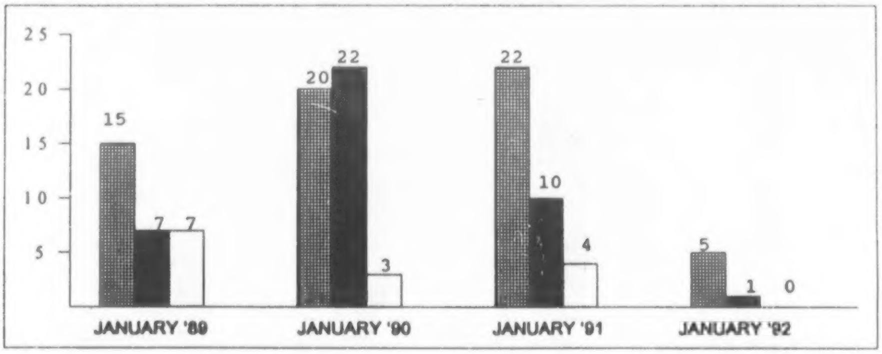
USED RETAIL JET DELIVERIES – NORTH AMERICA



▨ LIGHT	■ MEDIUM	□ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA

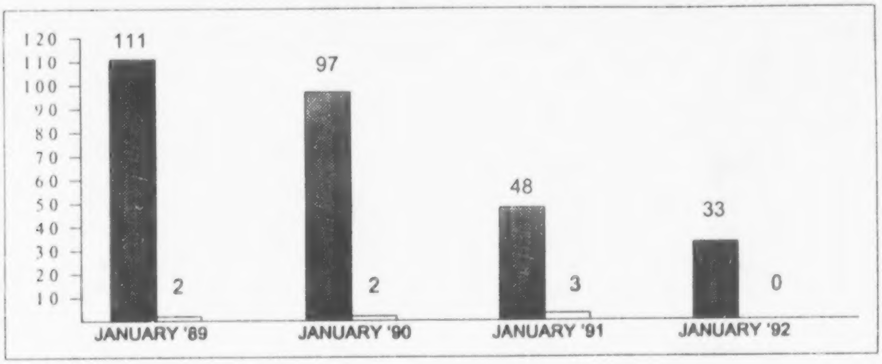


▨ LIGHT	■ MEDIUM	□ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AvData, Inc. Wichita, KS

FEBRUARY '92

USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



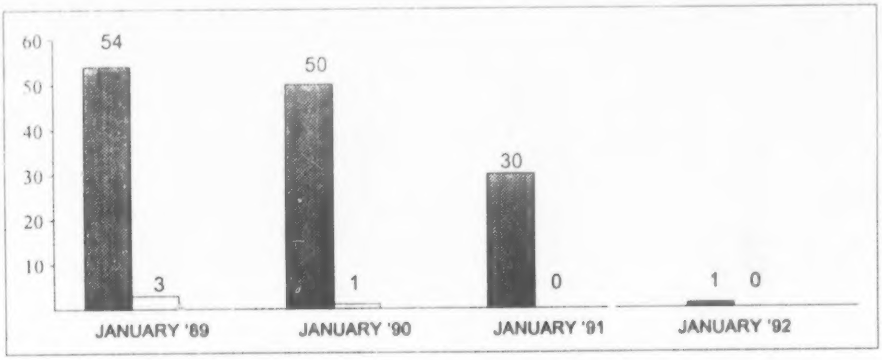
▩ MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

☐ HEAVY

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



▩ MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

☐ HEAVY

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS FEBRUARY '92

C 5800-30

THE WEEKLY OF

BUSINESS AVIATION™

Business & Commercial Aviation

April 27, 1992

Vol. 54 No. 17

INTELLIGENCE

NATIONAL BUSINESS AIRCRAFT ASSOCIATION'S Associate Membership Advisory Committee (AMAC) has recommended that NBAA's fall trade show be held every two years instead of annually. The AMAC, which is composed of representatives of aircraft and engine manufacturers and other suppliers to the corporate and business aviation community, cited the constantly growing number of trade shows and the high costs associated with attending and exhibiting at these events in recommending a biennial NBAA show. Even if NBAA's board of directors decided to adopt the recommendation, it could not be implemented for several years because of existing commitments to convention centers and hotels.

FINANCIAL RAMIFICATIONS of such a change could be significant to NBAA and its members because revenues from the association's annual convention provide more than 50 percent of the organization's annual operating budget. There has been talk by some manufacturers about possibly reimbursing NBAA for lost revenues in the non-trade-show years, if the NBAA board is willing to adopt the every-other-year format. Simply eliminating the annual trade show, and its revenue stream, would probably necessitate a dues increase for NBAA members or a cutback in the association's activities.

KC AVIATION, which is involved in Part 121 flight operations with its subsidiary Midwest Express Airlines in addition to Part 135 operations, is considering a major expansion of its air charter business. The company has had discussions with at least two other Part 135 operators – Flight Services Group and Executive Jet Aviation – about possible acquisition of portions of those firms' East Coast air taxi business. A decision by officials of KC Aviation – and its parent Kimberly-Clark – about whether to proceed with those discussions is expected in the near future.

REP. RICHARD GEPHARDT (D-Mo.), who two years ago was one of the strongest proponents of imposing a luxury tax on general aviation aircraft, is now supporting legislation to provide a revolving fund for aerospace companies to ensure they can conduct the research necessary to remain competitive with overseas manufacturers *(see related article on Page 174).*

CONGRESS has gotten involved in the issue of Executive Branch use of aircraft. Sen. Jim Sasser (D-Tenn.) has amended the Senate's budget resolution with a provision that would reduce the number of government aircraft by 10 percent. Sasser says the government uses 6,200 aircraft a year at a cost of $850 million and the cuts should save $85 million. However, he doesn't distinguish how aircraft are used, which include agricultural, drug enforcement and firefighting purposes, etc. The Senate approved the budget resolution on April 10. It will be debated in a House-Senate conference when Congress reconvenes.

GA INDUSTRY is becoming increasingly concerned about the continuing reports regarding the government's fleet. The issue first surfaced last fall with reports on the White House's former Chief of Staff John Sununu's use of military aircraft *(see related story on Page 174).* Then H. Ross Perot, who is a possible presidential candidate, told viewers on the CBS news show *60 Minutes* that the government is living like royalty by owning 1,200 aircraft worth $2 billion. Ed Stimpson, president of the General Aviation Manufacturers Association, said that while he will not defend the use of government aircraft for personal reasons, all the reports surrounding the government's fleet can only have a negative effect on the GA industry.

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BUSINESS/PERSONAL/REGIONAL AIRCRAFT – FIRST QUARTER UNIT SHIPMENTS

		1st Quarter 92	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	31	31
TB-10	Tobago	7	7
TB-20	Trinidad	9	9
TB-21	Trinidad TC	0	0
TB-200XL		2	2
Total		49	49
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	4	4
Total		4	4
ATR (Avions de Transport Regional)			
• Multi-Engine			
ATR-42		7	7
ATR-72		11	11
Total		18	18
AVIAT (formerly Christen Industries)			
• Single-Engine			
S-1T	Pitts	0	0
S-2B	Pitts	11	11
A-1	Husky	9	9
Total		20	20
(4 Export)			
(16 Domestic)			
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	20	20
BE-A36	Bonanza	19	19
BE-36TC	Bonanza	4	4
BE-36AT		1	1
• Multi-Engine			
BE-58	Baron	7	7
BE-58P	Baron	0	0
BE-C90-1	King Air	3	3
BE-200	Super King Air	6	6
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	0
BE-300LW	Super King Air	1	1
BE-350	Super King Air	4	4
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	0	0
BE-1900D		5	5
Starship 2000		2	2
Beechjet 400A		3	3
Total		75	75
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	1	1
ATP		4	4
BAe 146-100		1	1
BAe 146-200		0	0
BAe 146-300		1	1
HS-125-800		2	2
1000		5	5
Total		14	14
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	2	2
BN-2T	Islander	0	0
Total		2	2

		1st Quarter 92	Cal. Year
CANADAIR			
• Multi-Engine			
CL-601-3A		5	5
Total		5	5
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	5	5
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	9	9
CE-650	Citation III	1	1
CE-650	Citation VI	5	5
CE-560	Citation V	13	13
Total		33	33
DASSAULT AVIATION			
• Multi-Engine			
AD-My 50	Falcon	1	1
AD-My 900	Falcon	2	2
Total		3	3
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	5	5
DHC-8	Series 300	6	6
Total		11	11
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	2	2
EMB-711ST	Corison II	0	0
EMB-712	Tupi	0	0
EMB-720	Minuano	1	1
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	8	8
EMB-121	Xingu	0	0
EMB-810D	Seneca II	0	0
EMB-820		0	0
EMB-821	Carajah	1	1
Total		12	12
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin IV-C		0	0
Metro III		5	5
Expediter		0	0
Total		5	5
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	4	4
Total		4	4
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	0	0
Total		0	0
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	1	1
Total		1	1

		1st Quarter 92	Cal. Year
LEARJET CORP.			
• Multi-Engine			
LR-31A		9	9
LR-35A		2	2
LR-36A		0	0
Total		11	11
(Quarterly Billings $48,907,000)			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		1	1
MX-7-180	Lunar Rocket	4	4
M7-235	Super Rocket	1	1
MX-7-235		4	4
M7-420		0	0
MXT-7-180		2	2
Total		12	12
(Quarterly Billings $966,379)			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	MSE	14	14
M-20L	PFM	0	0
M-20M	TLS	6	6
Total		20	20
(4 Export)			
(16 Domestic)			

		1st Quarter 92	Cal. Year
PIAGGIO AVANTI			
• Multi-Engine			
P-180		2	2
Total		2	2
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-18-150	Super Cub	0	0
PA-28-161	Warrior	0	0
PA-28-161	Cadet	0	0
PA-28-281	Archer II	0	0
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	0	0
PA-32-301	Saratoga	0	0
PA-32R-301	Saratoga SP	0	0
PA-46-350P	Mirage	3	3
• Multi-Engine			
PA-34-220T	Seneca III	1	1
PA-42-720	Cheyenne IIIA	0	0
PA-42-1000	Cheyenne 400	0	0
PA-44-180	Seminole	0	0
Total		4	4
TBM.SA COMPANY			
• Single-Engine			
TBM-700		3	3
Total		3	3
SINGLE-ENGINE		164	164
MULTI-ENGINE		144	144
GRAND TOTAL		308	308

UNIT SHIPMENTS COMPARATIVE TREND: 22 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1992	1991	1990	1992	1991	1990
Aerospatiale	49	31	40	49	31	40
American General	4	17	*	4	17	*
ATR	18	*	*	18	*	*
Aviat	20	17	20	20	17	20
Beech	75	95	87	75	95	87
British Aerospace	14	18	26	14	18	26
Britten-Norman	2	1	4	2	1	4
Canadair	5	3	6	5	3	6
Cessna	33	36	39	33	36	39
Dassault	3	6	7	3	6	7
De Havilland	11	21	10	11	21	10
Embraer	12	50	26	12	50	26
Fairchild	5	1	2	5	1	2
Gulfstream	4	7	6	4	7	6
Israel	0	5	1	0	5	1
Lake	1	3	5	1	3	5
Learjet	11	8	6	11	8	6
Maule Air	12	13	5	12	13	5
Mooney	20	29	37	20	29	37
Piaggio Avanti	2	*	*	2	*	*
Piper	4	22	57	4	22	57
TBM	3	*	*	3	*	*
Total	308	383	384	308	383	384

* Figures not available

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™
Business & Commercial Aviation
May 4, 1992
Vol. 54 No. 18 INTELLIGENCE Page 183

NATIONAL AIR TRANSPORTATION ASSOCIATION, which last month issued an urgent request to its members to report abuses of FAA's Civil Penalty Demonstration Program *(BA, April 27/176)*, said it has been receiving about four to five calls a day with complaints. Although many of those complaints have fallen outside the parameters of the civil penalty program, an NATA spokesman said the association had accumulated about a dozen valid claims of abuse, which they plan to present to the House aviation subcommittee. The subcommittee is expected to introduce a bill extending the program past the July 31 deadline this month.

DELAWARE OFFICIALS, who finally completed an agreement with Swearingen Aviation Inc. for construction of an aircraft assembly factory in Dover, hope the SJ30 plant will be the start of a concentration of aviation manufacturers in that state. Gov. Michael Castle said the Swearingen agreement is "a door opener" to making the Dover area "the capital of airplane innovation." A member of the Kent County Levy Court, which was heavily involved in the final stages of lease negotiations, said Swearingen's presence will be "like an anchor store in a mall..." making it possible to attract other aviation interests to the Kent County AeroPark. *See related article on Page 185.*

EXPERIMENTAL AIRCRAFT ASSOCIATION is developing plans for a nationwide program to markedly increase the number of children who have flown in a small aircraft. Formal announcement of the program is expected later this month.

MARKETERS of regional aircraft in the 19-seat category should not lose sight of segments outside the airline business, says Raymond Tollman of BAe Regional Aircraft Limited. Predicting that the 19-seat market may be on a downward trend for commuter airlines, Tollman said uses such as military VIP flights, maritime patrol, corporate travel and navaid calibration can make up for some of the lost airline sales. Alternate uses accounted for 17 percent of total sales for 19-seaters between 1985 and 1991, he said, noting that the Air National Guard last year ordered 53 Metro 23s.

INDUSTRY JOINS FORCES IN PROTEST OF FAA'S UNESCORTED ACCESS PROPOSAL

Aviation industry leaders last week urged FAA to withdraw its proposal to require criminal background checks for people that are authorized for unescorted access into security-sensitive areas at airports. Speaking at the first of three FAA-sponsored hearings last week in Los Angeles, Scenic Airlines President Alan Stephen said, "I want to voice our unanimous and absolute opposition to [the proposal] for the very same reasons that other aviation associations, airlines, airport operators, employee organizations and general aviation interests adamantly oppose it. This rulemaking is duplicative of existing and adequate employment checks; it is costly, and it is burdensome, while it provides little or no additive benefit to civil aviation security."

The proposed regulation would require employees who are authorized to enter the Security Identification Display Areas (SIDAs) at well over 400 airports nationwide to undergo a 10-year background check by the Federal Bureau of Investigation. Those who pass that check would have to wear special identification badges while on the job. Norm Scroggins, who testified Thursday on behalf of the Aircraft Owners and Pilots Association at the second hearing in Fort Worth, said the rule would continue to restrict general aviation's access to airports "while at the same time, it would appear that the need for these restrictions is diminish-

(Continued on Page 184)

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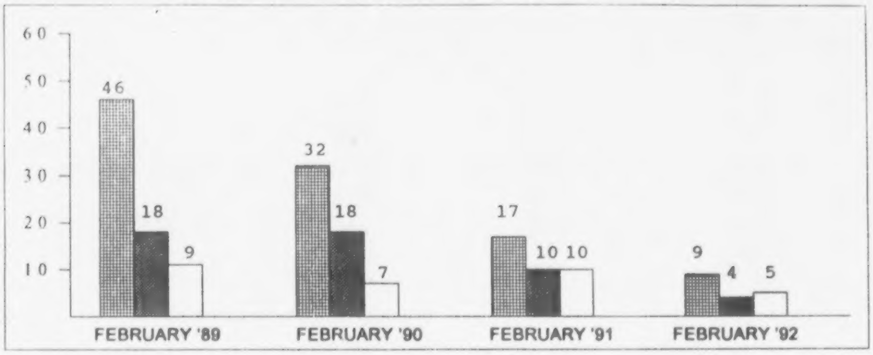
USED RETAIL JET DELIVERIES — NORTH AMERICA



▨ **LIGHT**

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

■ **MEDIUM**

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

□ **HEAVY**

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

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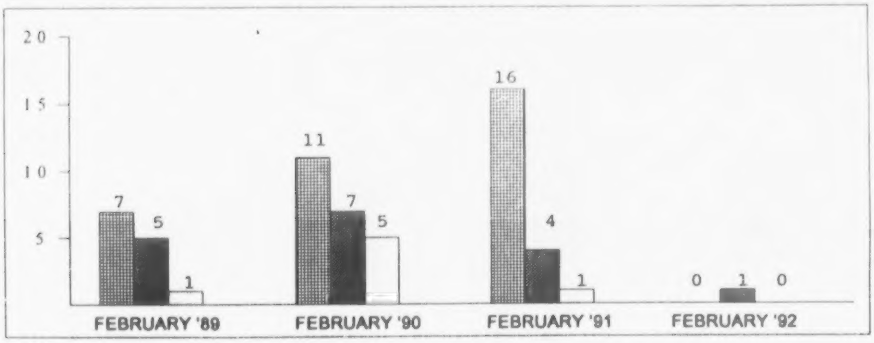

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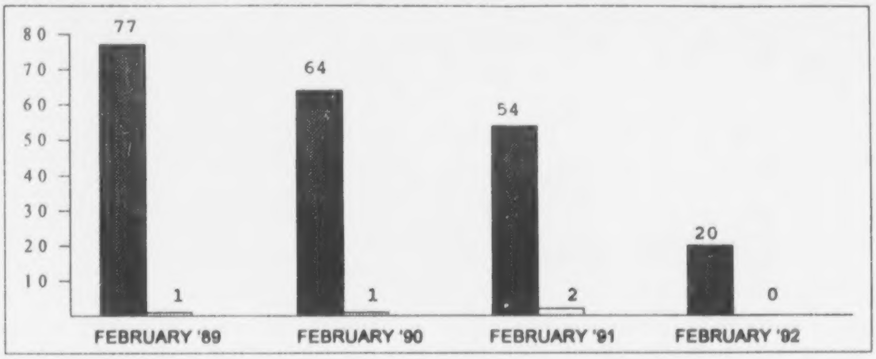
SOURCE: AvData, Inc. Wichita, KS

MARCH '92

USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



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Turbo Commander (All Models)
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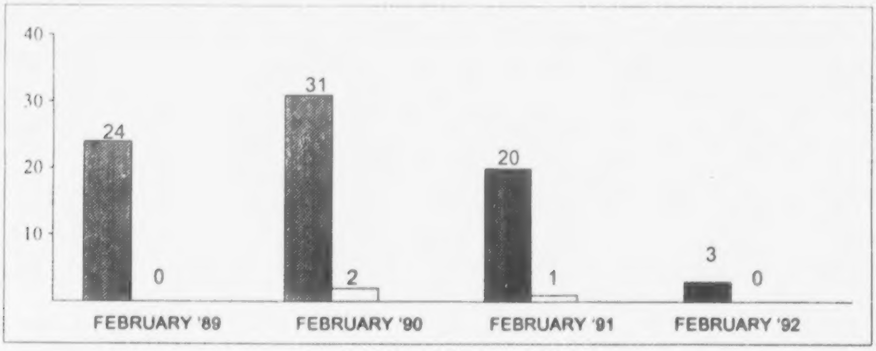
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

☐ **HEAVY**

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



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SOURCE: AvData, Inc. Wichita, KS

MARCH '92

C5800-30

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May 18, 1992
Vol. 54 No. 20

INTELLIGENCE

THE BRAZILIAN GOVERNMENT is forging ahead with the privatization of Embraer. BNDS, the Brazilian national development bank charged with overseeing the privatization of many government-owned industries, last week appointed two consultant companies to evaluate Embraer's financial status, ongoing programs and future prospects for privatization. An Embraer spokesman estimated that the government could begin selling shares of the company to private entities within eight to nine months.

TOTAL COST of the Garrett Engine Division's response to two sun gear failures in the TFE731-5B fan gearbox hasn't been calculated, but officials say it's in "the tens of millions" of dollars. The effort to identify the problem, devise a solution, conduct tests, manufacture and certificate a new sun gear and modify customer airplanes has involved between 300 and 500 company personnel. The four-month turnaround from initial failure to solution would not have been possible under the "old Garrett," officials claim. They credit the company's transition to a Continuing Improvement/Total Quality Management program over the past two years with shaving months off the process of finding and implementing a fix *(see related article on Page 206).*

THE AVIATION INDUSTRY has exhibited rare unity in its opposition to the FAA unescorted access proposal. Some 15 associations signed a joint letter to FAA, calling the proposal "unjustified" and "ineffective." RAA Vice President Deborah McElroy told FAA, "I cannot remember another recent proposal with such unified opposition from all corridors of the aviation industry including the airlines, airports, manufacturers and employees."

EXPERIMENTAL AIRCRAFT ASSOCIATION, which last week announced a new program to draw more people into general aviation, said the industry has continued its downward trend. Using figures compiled by the General Aviation Manufacturers Association, EAA noted decreases in the number of active pilots (-13.7 percent), GA hours flown (-19.6 percent) and active GA piston aircraft (-2.9 percent), among others. Most staggering, but not surprising, the number of piston aircraft shipments is 96 percent less than what it was in 1979 (*see story on Page 205).*

REP. CARR PLANS RELIEF ON UNESCORTED ACCESS PROPOSAL

Rep. Bob Carr (D-Mich.), admitting that Congress has created "a nasty little problem" with its mandates for tighter airport security, last week said he would support legislation giving employers the flexibility to conduct criminal record checks without requiring them. Carr, vice chairman of the House transportation appropriations subcommittee, said, "FAA, by the lack of consummate wisdom by Congress, has thrown the FAA administrator into a terrible dilemma." Congress, he said, did not give FAA good guidelines to develop regulations for airport security and the result was FAA's controversial proposal to require 10-year criminal history checks of employees with unescorted access to secured areas of airports.

"There is absolutely no way that the FBI has the kind of resources to do what's envisioned" by the proposal, Carr said, adding, "the idea that airlines would have to pay for the cost of this, I can also tell you, that there's just no way we would recover the cost." He conceded that "clearly" FAA should issue some security regulation, but "for the FAA administrator to decide which spots, which types of employees, which class of U.S. citizens ought to have [the background checks], seems to me to be inappropriate." Carr said FAA should issue regulations that allow airlines to conduct the criminal history checks without mandating them. "There are a

(Continued on Page 204)

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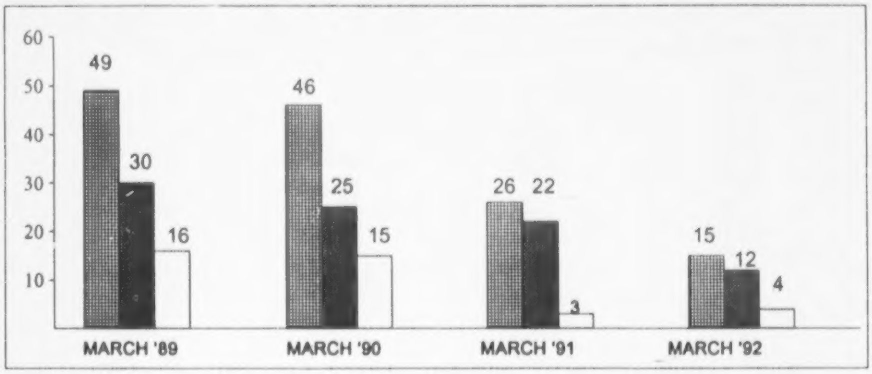

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SN601 Corvette	Citation III + VI + VII	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
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Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
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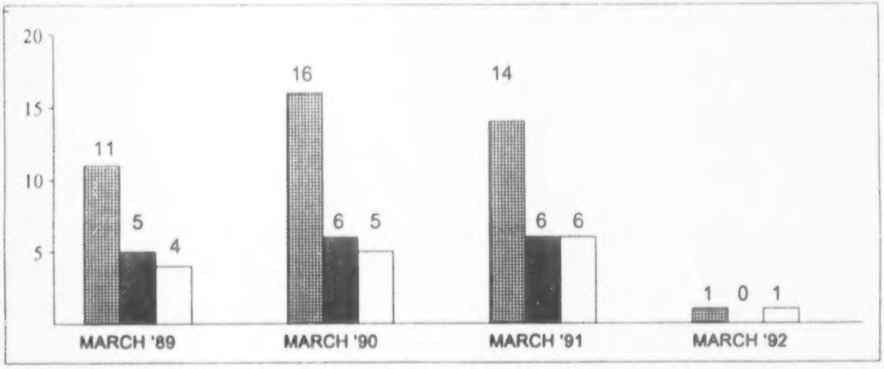

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SOURCE: AvData, Inc. Wichita, KS

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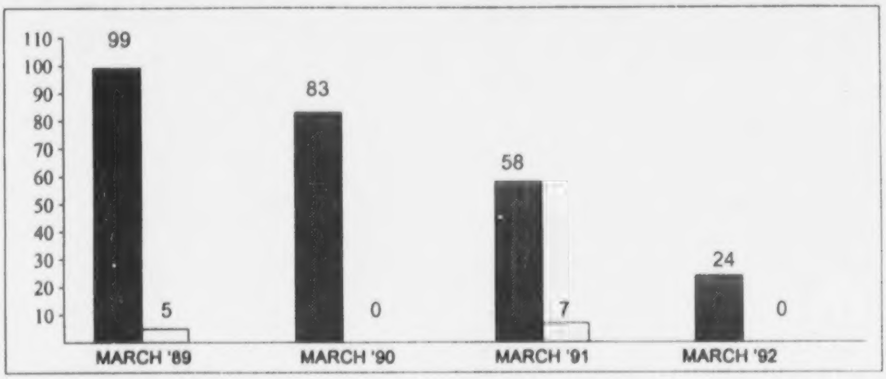

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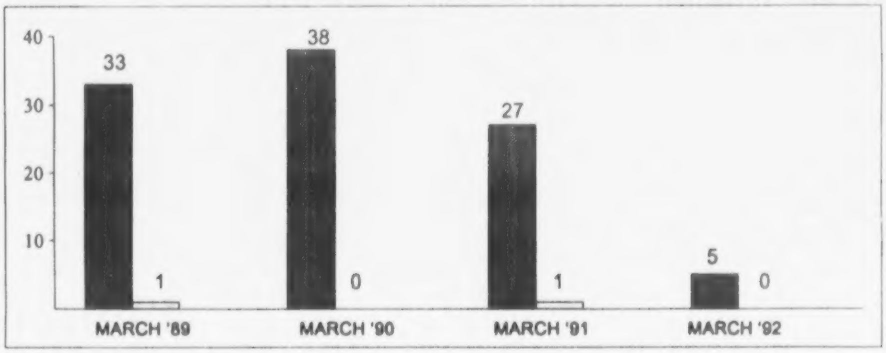

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- G159 Gulfstream 1
- All airliner Type Turboprops
- Such as F-27 Friendship and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

APRIL '92

C5800 - 30

THE WEEKLY OF
BUSINESS AVIATION™
Business & Commercial Aviation
June 8, 1992
Vol. 54 No. 23

INTELLIGENCE

GEN. THOMAS RICHARDS, the nominee for the FAA administrator post, last week targeted air taxi safety as one of his chief concerns. Richards, who testified during a hearing before the House aviation subcommittee Tuesday, brought up the need to improve the air taxi safety record three times when answering questions about what his primary safety and personal goals would be as FAA administrator. He added that "we need to continue to work on commuters'" accident record and suggested better maintenance procedures as the first step in accomplishing this goal. *(See related story on Page 233).*

THE CONCEPT OF A FIXED TERM for the FAA administrator appears to be gaining momentum in Congress as House aviation subcommittee Chairman James Oberstar (D-Minn.) last week said he plans to seek bipartisan support for a measure calling for a fixed-term. Oberstar complained that there is "too much change at the top...too long a gap from the departure of one administrator to the appointment of another." A fixed term also has gained support in the Senate as Senate transportation appropriations Chairman Frank Lautenberg (D-N.J.) said the aviation community would be better served with an FAA administrator who transcended changes within the White House. Sen. Wendell Ford (D-Ky.), chairman of the Senate aviation subcommittee, included a fixed-term provision in the Senate reauthorization package *(BA, May 4/184).*

SCENIC AIRLINES OWNERS, who were unable to find a buyer willing to pay what they considered a fair price for the Las Vegas-based company *(BA, March 16/111)*, are moving ahead with plans to modernize and expand the company's operations. Scenic officials said when they launched the sales effort in 1991 that if a buyer at the right price could not be found, the present ownership/management team planned to retain its interest and grow the business. Scenic is expected to announce plans within a few weeks for a major new FBO facility at McCarran International Airport. In addition to the existing FBO at McCarran, the company conducts extensive sightseeing flight operations under Part 135 and leases and modifies de Havilland Twin Otter aircraft under a number of proprietary STCs.

NEW NBAA PRESIDENT Jack Olcott observed recently that business jet deliveries grew from 888 in the 1960s to 1,718 in the 1970s and 2,409 during the 1980-1989 period. Based on deliveries in the first two and one-half years of the 1990s, Olcott said new business jet deliveries are estimated to fall to 1,375 during the current decade *(BA, June 1/223)*. He adds, however, that number could increase with the advent of two new entry-level business jets, the CitationJet from Cessna and the Swearingen SJ30. Those two fuel-efficient, $2.5 million aircraft "may help us find new markets," Olcott said.

PAGE SAID TO BE CLOSE TO AN AGREEMENT TO ACQUIRE BUTLER FBO NETWORK

Less than two years after Page Avjet Corp. added 13 fixed-base operations by acquiring Van Dusen Airport Services, the Orlando, Fla.-based aviation company is believed to be on the verge of completing an agreement to buy Butler Aviation's network of 25 facilities that stretch from Miami to Anchorage, Alaska. If the acquisition takes place, Page would dominate the domestic FBO market with a network of more than 40 locations, making it twice the size of its nearest competitor.

(Continued on Page 232)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kerry Lynch**/Assistant Editor, **Martin Sibley**/Senior Copy Editor, **Tom Woodall**/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • **Officers of McGraw-Hill, Inc.**; Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $450, 6 months $290. Quantity rates on request. Mailed first class.

Airport and Airway Trust Fund
Income Statement
October 31, 1991 - March 31, 1992

		Current Month		Year-to-Date
RECEIPTS				
Excise Taxes (Transferred from General Fund):				
Liquid Fuel other than Gas	$	9,280,000.00	$	56,810,000.00
Transportation by Air, Seats, Berths, etc.		337,153,000.00		2,164,874,000.00
Use of International Travel Facilities		20,873,000.00		120,772,000.00
Transportation of Property and Cargo		19,819,000.00		119,504,000.00
Gasoline:				
Commercial 9 cents tax		224,000.00		1,343,000.00
Non-commercial 9 cents tax		2,800,000.00		15,609,000.00
Total Tax Receipts	$	390,149,000.00	$	2,478,912,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):				
Aircraft Use Tax	$	0.00	$	0.00
Aviation Fuels Commercial		0.00		6,546,470.00
Gas Retailers Tax		0.00		0.00
Total Reimbursements:				
Tax Receipts	$	0.00	$	0.00
Net Tax Receipts	$	390,149,000.00	$	2,472,365,530.00
Interest on Investment	$	1,224,619.78	$	323,603,209.37
Accrued Interest Income		107,720,030.17		316,274,500.45
NET RECEIPTS	$	499,093,649.95	$	3,112,243,239.82
OUTLAYS				
Interest on Refunds & Credits	$	0.00	$	0.00
NON-EXPENDITURE TRANSFERS				
Department of Transportation	$	(481,502,000.00)	$	(2,931,685,833.47)
National Oceanic and Atmospheric Administration (NOAA)		(8,847,250.00)		(17,694,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	$	(490,349,250.00)	$	(2,949,380,333.47)
TOTAL OUTLAYS/TRANSFERS	$	(490,349,250.00)	$	(2,949,380,333.47)
SURPLUS/(DEFICIT)	$	8,744,399.95	$	162,862,906.35

From Treasury Department data

AVITAS AVIATION

(Continued on Following Page)

Airport and Airway Trust Fund
Balance Statement
As of March 31, 1992

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 36.50	
TOTAL UNDISBURSED BALANCE		$ 36.50
Receivables:		
Intrest Receivables	$ 316,274,500.45	
TOTAL RECEIVABLES		$ 316,274,500.45
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	15,193,672,000.00	
8% matures 06/30/92	125,108,000.00	
7-7/8% matures 06/30/92	12,476,000.00	
7-5/8% matures 06/30/92	$ 20,850,000.00	
NET INVESTMENTS		$ 15,352,106,000.00
TOTAL ASSETS		$ 15,668,380,536.95
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	162,862,906.35	
TOTAL EQUITY		$ 15,668,380,536.95
TOTAL LIABILITIES & FQUITY		$ 15,668,380,536.95

Activity Report
October 1, 1991 - March 31, 1992

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 0.00	$ 396.00
Grants-in-Aid	(21,344,470.85)	11,143,196.39
Facilities & Equipment	12,192,537.63	127,708,016.72
Research Engineering Development	2,733,082.10	7,838,268.31
TOTAL UNDISBURSED BALANCE	$ (6,418,851.12)	$ 146,689,877.42
EXPENSES		
Operations	$ 175,802,000.00	$ 1,054,811,629.00
Grants-in-Aid	144,244,470.85	845,932,193.62
Facilities and Equipment	152,207,462.37	852,731,413.54
Research Engineering Development	15,666,917.90	100,403,837.90
NOAA Aviation Weather Services	8,847,250.00	17,694,500.00
DOT/Rental Payments	0.00	0.00
TOTAL EXPENSES	$ 496,768,101.12	$ 2,871,573,574.06
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (481,502,000.00)	$ (2,931,685,833.47)
National Oceanic and Atmospheric Administration (NOAA)	(8,847,250.00)	(17,694,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (490,349,250.00)	$ (2,949,380,333.47)

From Treasury Department data

AVITAS AVIATION

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™
Business Aviation June 15, 1992
Vol. 54 No. 24 Page 241

INTELLIGENCE

GENERAL AVIATION MANUFACTURERS ASSOCIATION officials last week met with the Internal Revenue Service to discuss the 30-hour limit on aircraft demonstration time before the luxury tax takes effect *(BA, May 11/197)*. GAMA President Ed Stimpson said he feels the IRS now has a "better understanding" of the constraints associated with the 30-hour rule and is "optimistic a clarification will be forthcoming."

ASSOCIATION OF TRIAL LAWYERS OF AMERICA was second only to the Teamsters in the amount of political action committee donations given to congressional candidates from Jan. 1, 1991 through March 31, 1992. ATLA gave $937,550, which is a 20 percent increase from the same time period beginning Jan. 1, 1989. ATLA's contributions compare to $1.3 million given by the Teamsters and $747,283 by the American Federation of State, County & Municipal Employees. ATLA remains one of the most powerful opponents to the product liability reform effort. Meanwhile, Rep. Dan Glickman (D-Kan.), introduced GA product liability reform legislation last week. His legislation, H.R. 5326, mirrors the legislation introduced in the previous Congress, H.R. 1307.

ILLINOIS LEGISLATURE has put a damper on Chicago Mayor Richard Daley's plans to build a third Chicago-area airport at Lake Calumet *(BA, Feb. 24/82)*. Illinois House of Representatives Tuesday voted 71-to-28 against a bill to select Lake Calumet as the site. That vote follows similar action in the Senate, which cast down similar legislation 24-to-23 in late March. House rules would allow the bill to be called up again for a new vote, but legislators remain concerned about several issues, including noise and a regional airport authority.

PAGE AVJET ANTICIPATES JULY 1 CLOSING OF AGREEMENT TO ACQUIRE BUTLER AVIATION

Page Avjet Airport Services Inc. said Thursday it will acquire the fixed-base operations of Butler Aviation with the transaction expected to close "on or about July 1," subject to customary closing conditions and required government approvals. Page also said it plans to announce "a new corporate name and identity" this fall.

As previously reported *(BA, June 8/231)*, the combined Page/Butler operation will constitute the nation's largest chain of FBOs and airline service units with 42 operations at 38 airports throughout the U.S.

Page said the firms "have agreed to merge the operations of their companies," with Page the surviving entity. Page said "the new company will be controlled by BBA Group Plc, a British public company that owns Page Avjet, and by Acadia Partners, L.P., the private investment partnership that purchased Butler in 1989. BBA will have majority ownership through U.S. subsidiaries. Under the terms of the transaction, BBA will buy out the remaining shares of Butler over time and will eventually own all of the combined company."

Paul D. Meunier, president and chief executive of Page's Airport Services division, will serve as CEO of the new company. He noted the long history of Page and Butler in the aviation service business, adding that "both companies have undergone highly productive restructurings over the past two years and are well-positioned to meet the challenges of this decade." He said the expanded network of the combined entity "will enable us to meet our clients' current and future needs with maximum efficiency."

Bill Boisture, president and CEO of Butler, plans to leave the company after the deal with Page is concluded. He referred to the transaction as "a timely combination that recognizes changes in the business aviation and airline industry, as well as the increasing regulatory compliance costs facing all aviation service companies...the future in this business belongs to those who can maximize operating efficiency."

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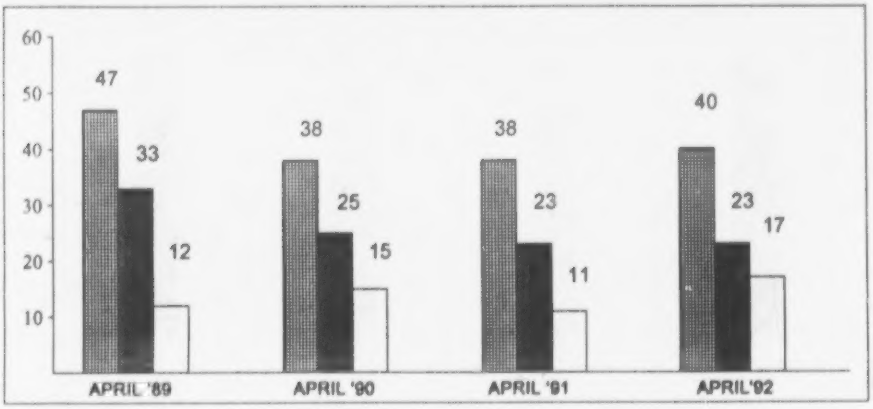
USED RETAIL JET DELIVERIES — NORTH AMERICA



▨ LIGHT

- SN601 Corvette
- Beechjet 400
- Citation I + II
- Falcon 10 + 100
- I.A.I. 1121 A/B/C Commodore Jet
- Lear Jet 23/24/25/28/29/31/35/36
- MU300 Diamond 1/1A/2
- MS760 Paris Jet

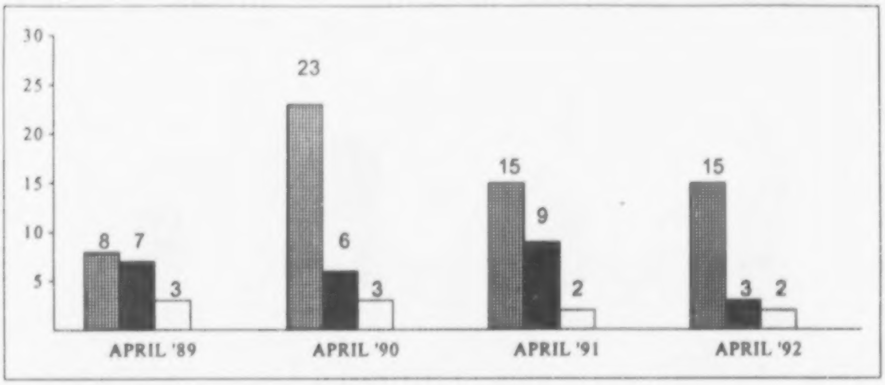
■ MEDIUM

- Citation III + VI +VII
- Falcon 20/200
- BAE 125 (All Models)
- I.A.I. 1123/1124/1124A Westwind
- I.A.I. 1125 Astra
- Lear Jet 55 Series
- Saberliner (All Models)

□ HEAVY

- CL600/601 Challenger
- Falcon 50/900
- G1159 Gulfstream 2/2B/3/4
- Lockheed Jetstar (All Models)
- All Airliner Type Jets
- Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES — OUTSIDE NORTH AMERICA



▨ LIGHT

- SN601 Corvette
- Beechjet 400
- Citation I + II
- Falcon 10 + 100
- I.A.I. 1121 A/B/C Commodore Jet
- Lear Jet 23/24/25/28/29/31/35/36
- MU300 Diamond 1/1A/2
- MS760 Paris Jet

■ MEDIUM

- Citation III + VI + VII
- Falcon 20/200
- BAE 125 (All Models)
- I.A.I. 1123/1124/1124A Westwind
- I.A.I. 1125 Astra
- Lear Jet 55 Series
- Saberliner (All Models)

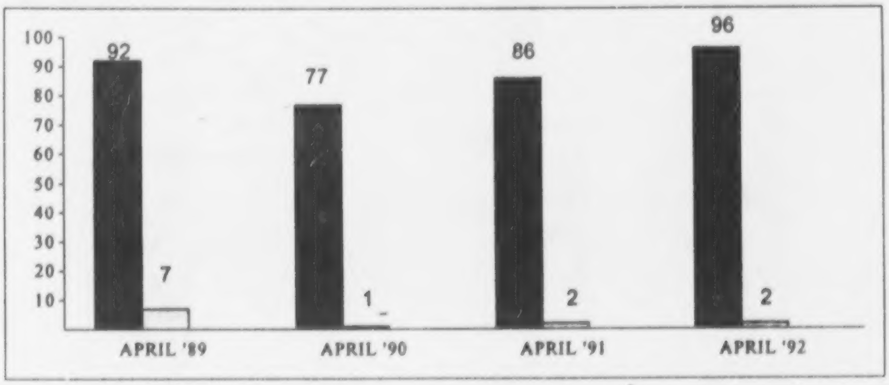
□ HEAVY

- CL600/601 Challenger
- Falcon 50/900
- G1159 Gulfstream 2/2B/3/4
- Lockheed Jetstar (All Models)
- All Airliner Type Jets
- Such as Boeing 707 and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

MAY '92

USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



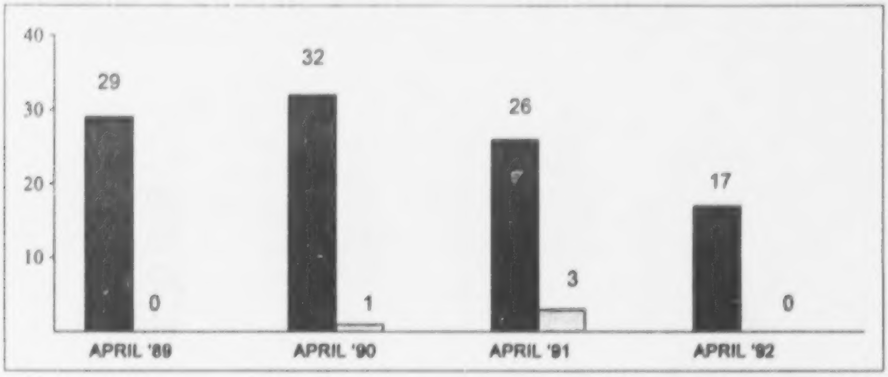
■ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

☐ **HEAVY**

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



■ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

☐ **HEAVY**

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

MAY '92

THE WEEKLY OF
BUSINESS AVIATION™
June 22, 1992

Vol. 54 No. 25

INTELLIGENCE

LEARJET officials refused to comment last week on a recent report that the company is developing a new Model 40 aircraft to replace the existing Model 35/36. According to an article in *The Wichita Eagle,* the Model 40 would have a new wing and a new powerplant to reduce drag and improve performance. The Model 35 first flew in 1973. Launch of a new Model 40 would provide Learjet with an "all-new" product line. The Model 31A was upgraded in recent years and certification of the Model 60 is expected late this year *(see related article on Page 255).*

NEARLY TWO MONTHS after ground-breaking ceremonies in Dover, Del. for Swearingen Aircraft's SJ30 business jet assembly facility, site preparation is still not under way *(BA, May 4/185).* Swearingen President John Novak told *BA* Friday that the company had asked for new bids from potential site preparation and construction contractors, adding that those bids have not yet been received. Novak said Swearingen has sufficient financing in hand for construction of Phase I of the Dover plant, but he said officials still are working with insurance companies in Delaware and with the investment banking community to secure additional operating capital.

AVIATION INDUSTRY EXECUTIVES are becoming more outspoken in expressing their frustration and anger about the adverse effects of government regulation and the lack of regard they have for the ability of certain government employees. Business Express President Jim McManus called the "open skies" agreement with Canada "the joke of the decade." Referring to one Transportation Department negotiator who addressed a panel at the Regional Airline Association convention last week, McManus said "welcome to absolute incompetency [and] irresponsibility. It irritates me and depresses me we're paying their salaries." Referring to the members of the Bush Administration, RAA President John Fredericksen said "there's not a regulation they don't like [and] not a tax they won't buy off on."

DRUG-TESTING RULES remain one of the thorniest government-industry issues. Larry Burian, president of the National Air Transportation Association, said both Transportation Secretary Andrew Card and FAA Administrator-designate Thomas Richards have indicated a reluctance to lower the mandatory percentage of random drug tests for Part 135 employees. Alan Stephen, chairman of the Regional Airline Association, was equally pessimistic about DOT's stance, but said RAA is "heartened" by language included in the transportation appropriations legislation *(see related article on Page 257).*

DASSAULT continues to negotiate with Russian officials about a possible joint venture to develop a regional version of the Falcon 2000. Reports of the negotiations originally circulated last fall, but centered on a commuter derivative of the Falcon 900B *(BA, Oct. 14/149).* GE officials said last week they were holding talks with Dassault about a possible engine for the project. GE, in conjunction with Allied-Signal's Garrett Engine Division, will supply the CFE738 for the Falcon 2000 and officials said they expect to ship the first engines by the end of summer, with certification in early 1993. The Falcon 2000 business jet is slated for certification in November 1994.

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Airport and Airway Trust Fund
Balance Statement
As of April 30, 1992

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 60.47	
TOTAL UNDISBURSED BALANCE		$ 60.47
Receivables:		
Interest Receivables	$ 411,144,894.44	
TOTAL RECEIVABLES		$ 411,144,894.44
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	14,991,910,000.00	
8% matures 06/30/92	0.00	
7-7/8% matures 06/30/92	0.00	
7-5/8% matures 06/30/92	$ 0.00	
NET INVESTMENTS		$ 14,991,910,000.00
TOTAL ASSETS		$ 15,403,054,954.91
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	(102,462,675.69)	
TOTAL EQUITY		$ 15,403,054,954.91
TOTAL LIABILITIES & EQUITY		$ 15,403,054,954.91

Activity Report
October 1, 1991 - April 30, 1992

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 0.00	$ 396.00
Grants-in-Aid	10,135,616.15	21,270,812.54
Facilities & Equipment	9,971,599.12	137,679,615.84
Research Engineering Development	(239,095.95)	7,599,172.36
DOT/Rental Payments	29,887,000.00	29,887,000.00
Air Carriers	35,519,695.00	35,519,695.00
TOTAL UNDISBURSED BALANCE	$ 85,274,814.32	$ 231,964,691.74
EXPENSES		
Operations	$ 175,802,000.00	$ 1,230,613,629.00
Grants-in-Aid	116,464,383.85	962,396,577.47
Facilities and Equipment	145,128,400.88	997,859,814.42
Research Engineering Development	17,339,095.95	117,742,933.85
NOAA Aviation Weather Services	0.00	17,694,500.00
Air Carriers	3,080,305.00	3,080,305.00
TOTAL EXPENSES	$ 457,814,185.68	$ 3,329,387,759.74
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (543,089,000.00)	$ (3,474,774,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(17,694,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (543,089,000.00)	$ (3,492,469,333.47)

From Treasury Department data.

AVITAS AVIATION

AT&T • AAL • ACM Aviation, Inc • Addison Flight Services • Advertising Illustration, Inc • Aero Flight Service • Aerojet General Corporation • Aeroquip Corporation • Aetna Life & Casualty • AIG Aviation, Inc • Air Products & Chemicals, Inc • Aircraft Services Group, Inc • Alberto-Culver Company • All Phase Electric Supply • All-Star Aviation • Allied-Signal Inc • Allmetal, Inc • Alnasco • Aluminum Company of America • Amax Coal Company • Amax Incorporated • American Express • American Home Products Corporation • American International Group • American-Maize Products Company • American Television & Communications • AmSouth Bank NA • Amway Corporation • The Anschutz Corporation • Aqua Glass Corporation • ARA Services, Inc • Arco Alaska, Inc • Arco • Arizona Public Service Company • Armco Inc • Armstrong International, Inc • Ashland Oil, Inc • Associated Aviation Underwriters • Auto Wax Company, Inc • Aviation Associates, Inc • Aviation Methods, Inc • AVX Corporation • The B F Goodrich Company • The Barke Group • Baldor Electric Company • Ball Corporation • Basler Electric Company • Baxter Health Care Corporation • Belk Hudson Company • Bell Atlantic Corporation • Bergstrom Inc • Berwind Corporation • Big Three Industries, Inc • Bil Mar Foods, Inc • Bindley Western Industries, Inc • Biomet, Inc • Bissell Inc • The Black & Decker Corporation • Black Swan Jet Charter • The BOC Group, Inc • The Boeing Company • Boise Cascade Corporation • Boston Group Services • BP America, Inc • BP Exploration Alaska, Inc • The Brenlin Group • Bridgemark Associates • Bristol-Myers Squibb Company • British Aerospace, Inc • Brock Candy Company • Broome Ranches • Brown Group, Inc • Browning Ferris Industries • Burlington Industries, Inc • Burlington Northern Railroad • Business Aircraft Center, Inc • C & D Plastics • C & S/Sovran Corporation • Campbell Soup Company • Canadair Challenger, Inc • Capital Cities/ABC, Inc • Capital Holding Corporation • Cargill, Inc • Carpenter Technology Corp • Caterpillar, Inc • Centel Corporation • Central and South West Corporation • Central Capital Corporation • Central States Diversified, Inc • Cessna Aircraft Company • CF Industries Inc • CH2M Hill • Champion International Corp • Chartair Corporation • Chase Manhattan Bank • Chemed Corporation • Chemical Bank • Chesebrough-Pond's USA Company • Chevron Corporation • Chrysler Pentastar Aviation • Chubb Corp (Transit Air Services) • Cigna Insurance • The Coca-Cola Company • Coca-Cola Enterprises Inc • Colleen Corporation • Collins & Aikman Corporation • The Colonial Co • Colonial Pipeline Company • Columbine Capital Services, Inc • Com-Corp Industries • Comdisco, Inc • Conagra, Inc • Concorde Aviation, Inc • Consulair Corporation • Contel Service Corp • Continental Air Transport • Coors Brewing Company • Corning, Inc • Corporate Flight, Inc • Corporate Jets, Inc • Corporate Property Investors • Cox Enterprises, Inc • Coyne Textile Services • Crane Company • Culbro Corporation • Cummins Engine Company, Inc • Cyclops Industries, Inc • DAD's Products • Deere & Company • DeKalb Corporation • Demand Care, Inc • Diemakers Inc • Diversified Energy, Inc • The Dow Chemical Company • Dow Corning Corporation • Dow Jones & Company, Inc • DowBrands, Inc • The Dun & Bradstreet Corp • Duty Free Aviation, Inc • E I du Pont de Nemours and Company/Conoco • Echlin Inc • Electronic Data Systems Corp • Emerson Electric Company • Emkay Trading Corporation • Enron Corporation • F T Stent • Falcon Jet Corporation • FCB/Leber Katz Partners • Federal Express Corporation • Federal Paper Board Company, Inc • Federal-Mogul Corporation • Fiber Materials, Inc • Fibrebond Corporation • First Mississippi Corporation • First Union Corporation • Fleming Companies, Inc • Flight Services Group Inc • The Flightstar Corporation • Florida Power & Light Company • Florida Power Corporation • FMC Corporation • Ford Motor Company • Forstmann Little & Company • Fort Howard Corporation • Four Winns Inc • Fox Valley Corporation • Fred Jones Manufacturing Co • Frito Lay Inc • Garan Incorporated • Garrett Turbine Engine Company • The Gates Corporation • Geico Corporation • Gencorp Inc • General Dynamics Corporation • General Mills, Inc • General Transportation Corp • Genuine Parts Company • George Banta Company, Inc • George Priester Aviation • George Shinn Sports, Inc • Georgia Pacific Corporation • Gerber Products Company • Giant Group LTD • Gilbert Group, Inc • Glatfelter Insurance Group • Global Air, Inc • Golden Eagle Charters Inc • The Gorman-Rupp Company • Grain Processing Corp • Great Lakes Chemical Corp • Grumman Corporation • GTE Directories Corporation • GTE North Incorporated • GTE Northwest • GTE Service Corporation • GTE South, Inc • Gulfstream Aerospace Corporation • H J Heinz Company • Haas Group, Inc • Hangar One, Inc • Harsco Corporation • HCA • Heidtman Steel Products, Inc • Heilig-Meyers Company • Henry I Siegel Co Inc • Herman Miller, Inc • Hershey Foods Corporation • Hewlett Packard • High Valley Group, Inc • Hoechst Celanese Corporation • The Home Depot Inc • HON Industries • Honeywell Incorporated • Hook-SuperX, Inc • Household International, Inc • Howmet Corporation • Hughes Aircraft Company • Hytrol Conveyor Co, Inc • IDS Aircraft Services Corporation • Imcera Group Inc • Imperial-Holly Corp • Ingram Industries Inc • Inland Container Corporation • Intermedics, Inc • International Paper Co • Invemed Aviation, Inc • Iowa Electric Light & Power • Ivey's, Inc • J C Penney Company, Inc • Jaymar-Ruby Inc • Jericho Inc • Jet East, Inc • Jon H Swisher & Son, Inc • Johnson & Johnson • Johnson Controls, Inc • Johnston Coca-Cola Bottling Group • Jostens, Inc • Journal Register Company • Kansas Paint & Color Company • Keating Fibre, Inc • Kellogg Company • Kelly-Springfield Tire Co • Kentucky Fried Chicken Corporation • Kerr-McGee Corporation • Key Air, Inc • KeyCorp • Kimball International, Inc • Kimberly-Clark Corporation • The Kingsford Products Company • Kmart Corporation • Knight-Ridder, Inc • The Kroger Co • La-Z-Boy Showcase Shoppes • Lands' End, Inc • Learjet Corporation • The Lee Apparel Co, Inc • Leeson Electric Corporation • Lewis Foods, Inc • Libbey-Owens-Ford Company • Liberty Mutual Insurance Co • Lincoln National Corporation • Lockheed Corporation • Loews Corporation • Lohman Companies • Louisiana-Pacific Corporation • Lowe's Companies, Inc • Lucas Western, Inc/Lucas Aerospace • M A Hanna Company • M S Air Inc • Manufacturers Hanover Corp • Marcus Management, Inc • Martin Marietta Corporation • Massachusetts Mutual Life Insurance Co • Maytag Corporation • McCormick & Co Inc • McDavid Oldsmobile, Inc • The Mead Corporation • Medici Investment Co • Medusa Corporation • Meisner Aircraft, Inc • Meredith Corporation • Meridian Bancorp, Inc • Merrill Lynch & Company • Metal Industries, Inc • Metropolitan Life Insurance Co • Michigan Dept of Trans, Bureau of Aeronautics • Mid-States Millwork, Inc • Midwest Coca-Cola Bottling Co • Million Air Dallas • Mobil Corporation • Modine Manufacturing Company • Mohawk Paper Mills, Inc • Monsanto Company • Morrison Knudsen Corporation • Mtel • Multimedia, Inc • Mutual of Omaha • NYS Elec & Gas Corp • National Gypsum Company • National Medical Care, Inc • National Medical Enterprises, Inc • Nationwide Mutual Insurance Co • NCNB Corporation • Nebraska Dept of Aeronautics • The New York Times Company • Niagara Mohawk Power Corporation • Nolte and Associates • Nordstrom, Inc • Norfolk Shipbuilding & Drydock Corp • Northeast Jet Company, Inc • Northern Telecom LTD • Northwest Pipeline Corporation • O'Neal Steel Inc • Ogden Management Services, Inc • Olin Corporation • Oliver Wight Companies • Ontario Corporation • The Original Honey Baked Ham Company of Georgia, Inc • Orinda • Oryx Energy Company • Outboard Marine Corporation • Owens-Corning Fiberglas Corp • Owens-Illinois General Inc • Oxy USA • Paccar Inc • Pacific Gas and Electric Co • Pacitti, Robbins & Anglin Inc • Panhandle Eastern Corporation • Panorama Flight Service Inc • PASL, Inc • Peoples Gas System, Inc • Pepsico, Inc • Personal Jet Charter, Inc • Petrolite Corporation • Philip Crosby Associates, Inc • Philip Morris Management Corp • Phillips Petroleum Company • Phillips Plastics Corporation • The Pillsbury Company • Pinewood, Inc • Pizza Hut, Inc • Precision Bearing Company • Premark International, Inc • Price Aviation Inc • Price Productions Inc • Prince Corporation • The Principal Financial Group • Prisma Leasing Corporation • The Procter & Gamble Company • Proffitt's Inc • Promus Companies Incorporated • Purcell Tire and Rubber Co • Quadion Corporation • Ralston Purina Company • Ramsey Financial Corporation • Raytheon • Reader's Digest • Red Roof Inns, Inc • Refco, Inc • Rhode Island Dept of Trans/Division of Airports • Rochester Telephone Corporation • Rogers Group, Inc • Rosemount, Inc • Royal Insurance • S2 Yachts, Inc • Safe Flight Instrument Corp • Samedan Oil Corporation • Schering-Plough Corporation • Scott Paper Company • Sea Ray Boats, Inc • Seattle Baseball Management Corp • Service Merchandise Company Inc • 711MF Limited Partnership • Shell Oil Company • Shiloh Corporation • Silver Dollar City, Inc • Sonoco Products Company • Sony • Source Air Corporation • South Dakota Dept of Trans • SouthEast Bank, NA • Sprite-Flite Jets Inc • SPX Corporation • Square D Company • The Stanley Works • Steelcase Inc • Stockwood, Inc • Sun Company, Inc • Sun Pipe Line Company • Sunshine-Jr Stores, Inc • Super Food Services, Inc • Super Valu Stores, Inc • Syntex Communications • Taco Bell Corporation • TCO Insurance Services • Teal Aviation • Tecumseh Products Company • Teleflex Inc • Temple-Inland, Inc • Terra International, Inc • Tesoro Petroleum Corporation • Texaco Inc • Texas Instruments Inc • Textron • Therm-O-Disc • Thiokol Corporation • Thomas Industries, Inc • Time Inc • Tishman Realty & Construction • Transco Energy Company • The Travelers Insurance Co • Trendway Corporation • Tristate Electrical Supply Co Inc • True Oil Company • TRW Inc • Twin Disc, Incorporated • Tyson Foods, Inc • U S Fidelity & Guaranty Co • US West, Inc • UNC Incorporated • UNIFI Incorporated • Union Camp Corporation • Union Carbide Corporation • Union Pacific Corporation • Union Pacific Railroad • Unisys Corporation • United Dominion Industries • United Engineers & Constructors International Inc • United Foods Incorporated • United International Holdings, Inc • United Technologies Corp • United Telecommunications, Inc • The Upjohn Company • US Healthcare • UST, Inc • Virginia Dept of Aviation • VF Corporation • Virginia Power • Volkswagen of America, Inc • W D I A Corporation • W R Grace & Co • Wal-Mart Stores, Inc • Walter Industries Inc • Warner-Lambert Company • The Washington Water Power Co • Waterloo Industries, Inc • Wausau Insurance Companies • Wayfarer Ketch Corporation • Weldon F Stump & Co, Inc • Westpoint Pepperell, Inc • Wetterau Incorporated • Weyerhaeuser Company • Whirlpool Corporation • The Whitewind Company • Wichita Air Services, Inc • The Williams Companies • Windstar Aviation Corp • Wyoming Aeronautics Commission • Xerox • Yates Petroleum Corporation • York International Corporation • Labor Union Contributing Aircraft Seats to CAN: International Association of Machinists and AerospaceWorkers

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For the past decade, the Corporate Angel Network has provided over 4,000 cancer patients with a much-needed lift. Nearly 500 major U.S. corporations have made the occasionally empty seats on their business trips available to cancer patients. These patients must often travel many miles from home for specialized treatment.

If you can't spot your company name in the lineup above, act now to help cancer patients fly in comfort and dignity. To join this elite squadron, call Corporate Angel Network at (914) 328-1313. You'll be giving a cancer patient the lift of a lifetime.

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C5800 - 30

THE WEEKLY OF
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Business & Commercial Aviation
June 29, 1992

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INTELLIGENCE

HOUSE WAYS AND MEANS COMMITTEE Thursday reported out legislation that includes a provision repealing the 10 percent luxury tax on aircraft, yachts, furs and jewelry. Officials of the General Aviation Manufacturers Association, which has been lobbying for adoption of the repeal provision, said the luxury tax repeal in the House measure is identical to a section included in a bill reported earlier by the Senate Finance Committee *(BA, June 22/254).* Both the Senate and House bills would make luxury tax repeal retroactive to Jan. 1, 1992. The House bill is H.R.11, The Enterprise Zone and Tax Incentives Act.

INCLUSION of luxury tax repeal in both House and Senate bills is definitely good news for aircraft builders and buyers, but industry lobbyists are concerned about whether the two bodies will be able to find a way to resolve substantial differences in other areas of the legislation and come up with a bill that will be acceptable to the White House.

THE SAFETY of Part 135 sightseeing operators in the Grand Canyon will be addressed at a Senate hearing in Arizona next month. Sen. John McCain (R-Ariz.) will hold a hearing July 7 in Flagstaff at which representatives of FAA, NTSB, the National Park Service, air taxi operators and environmental groups are scheduled to testify. The hearing, which has been planned for some time, was called to review a range of issues related to the 1987 Grand Canyon Overflights Act. Safety issues are likely to get more attention, however, following a fatal accident this month by a Canyon operator—the third fatal accident in the area by a Part 135 operator in the past six months *(see related articles on Pages 267-268).*

GEN. THOMAS RICHARDS, the nominee for FAA Administrator, is expected to be sworn in some time early next month following Senate confirmation and passage of legislation that will permit him to retain his military retirement benefits *(BA, June 8/231).*

RAA CHALLENGES DOT DRUG TESTING RESULTS; 'OUTRAGED' BY DRUG CZAR'S COMMENTS

Regional Airline Association last week asked Transportation Secretary Andrew Card to "correct the record" regarding aviation industry drug testing results and told Drug Czar Bob Martinez that it is "outraged" by his statements on the issue. In a letter to Card, RAA President John Fredericksen said DOT "acted irresponsibly and caused hundreds of thousands of passengers to become unnecessarily alarmed about the safety of the U.S. air transportation system" when it released its drug testing results in early June. "Your press release unjustifiably stigmatized regional carriers as the traveling public equates the term 'aviation industry' with airlines. Such comments at a time when many regional and major air carriers are struggling to survive are especially damaging," he said.

Fredericksen took DOT to task for its presentation of the statistics. "RAA cannot understand why the Department would publicize such misleading aggregated data when FAA's Drug Abatement Branch is fully capable of segregating airline results from the 'contractor data'," he said. DOT's 1990 data excluded results for aviation contractors and represents testing of only about 25 percent of employees subject to testing, Fredericksen said, adding that the first half of 1991 reflected a 50 percent testing rate for airline employees and included aviation contractor testing. "Thus the differences in data preclude any statistically meaningful comparison," he said. "RAA believes that the Department of Transportation has done a real disservice to both the airlines and the traveling

(Continued on Page 266)

NOW ONLINE WORLDWIDE

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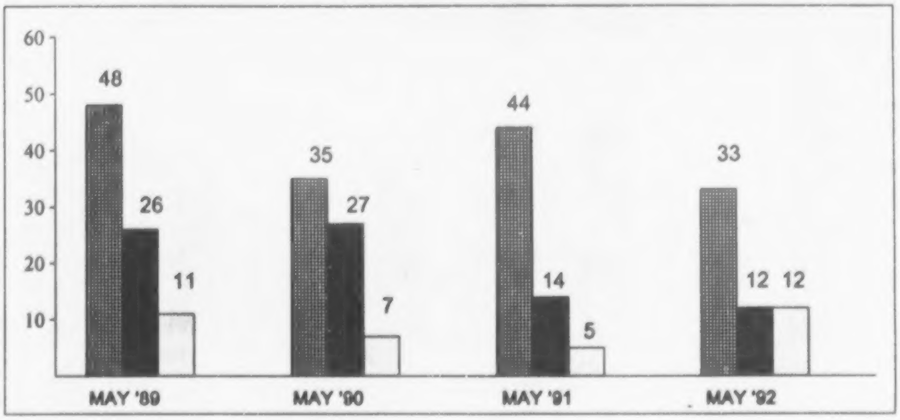
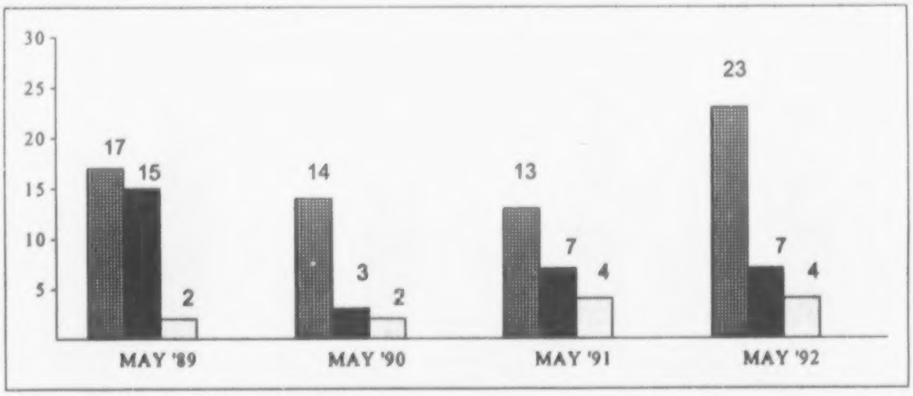
USED RETAIL JET DELIVERIES — NORTH AMERICA



▨ LIGHT	■ MEDIUM	☐ HEAVY
SN601 Corvette	Citation III + VI +VII	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation I + II	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/31/35/36	Lear Jet 55 Series	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

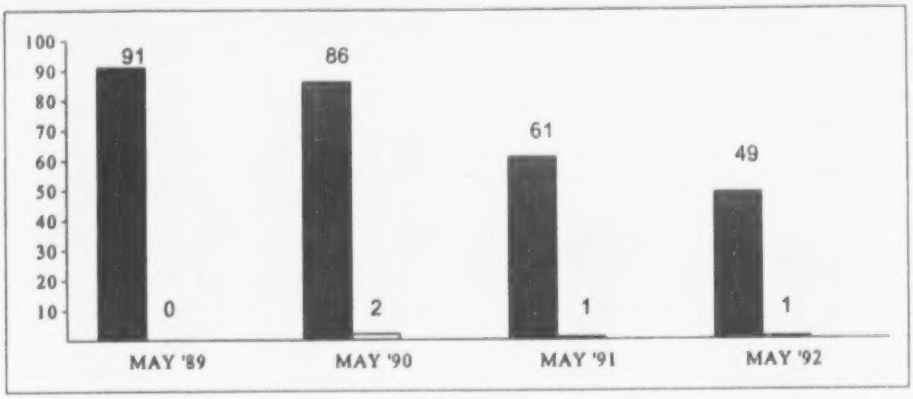
USED RETAIL JET DELIVERIES — OUTSIDE NORTH AMERICA



▨ LIGHT	■ MEDIUM	☐ HEAVY
SN601 Corvette	Citation III + VI + VII	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation I + II	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/31/35/36	Lear Jet 55 Series	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AvData, Inc. Wichita, KS JUNE '92

USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



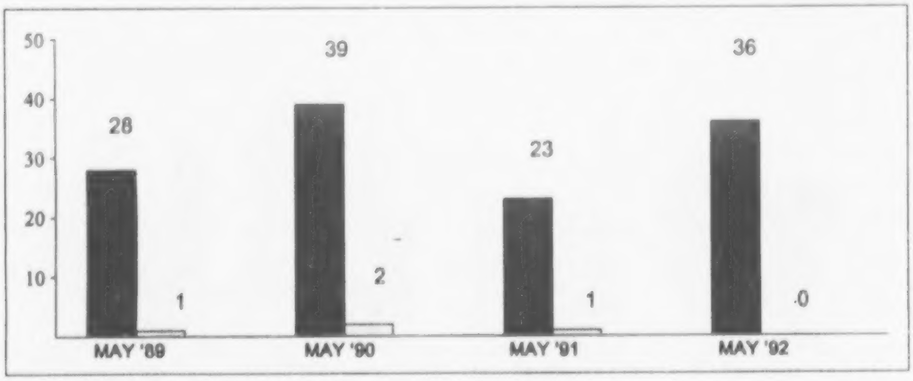
■ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

□ **HEAVY**

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



■ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

□ **HEAVY**

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

JUNE '92

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Business & Commercial Aviation

July 20, 1992

Vol. 55 No. 3

INTELLIGENCE

SALES OF THE AVANTI pusher prop are strong in Europe and marketers in the U.S. hope a recently approved increase in the aircraft's operating weights will help stimulate sales in this country *(see article on Page 22).* Officials said Piaggio recently delivered S/N 18 and since the beginning of the year has booked orders for 16 Avantis with European customers. The new European orders include three for German customers and six for operators in France.

REGIONAL AIRLINE ASSOCIATION named Walter Coleman, a 10-year veteran of the Air Transport Association, to replace John Fredericksen as RAA president. Coleman, who has been vice president-operations at ATA and involved in a number of issues affecting regional carriers, will assume his new duties in early August. RAA Vice President Deborah McElroy will serve as acting president in the interim. Fredericksen is leaving to become vice president and general counsel at Mesaba.

A SURVEY being sent to National Business Aircraft Association members on whether NBAA should continue to have an annual trade show at its annual convention is nearly ready for distribution. A spokesman for NBAA told *BA* Thursday that pending a final review of the survey form by NBAA's board of directors and a committee of the Associate Member Advisory Committee – which formulated the recommendation for a biennial NBAA trade show – the survey should be "in the mail by Monday."

NBAA OFFICIALS had originally planned to mail out the survey – which will go to both regular NBAA members and trade show exhibitors – about a month ago *(BA, June 1/226).* NBAA's board, however, suggested some revisions in the original questionnaire to solicit more information from members and incorporating those changes required more time.

EMBRAER, which recently said it was seeking new proposals from engine manufacturers for the EMB-145 *(BA, June 29/266)*, last week confirmed that the regional jet will be powered by Allison's GMA 3007 engine as originally planned. Embraer first selected the 7,000-pound Allison engine in 1990 and President Ozires Silva said last week, "After a thorough re-evaluation, we are convinced that the GMA 3007 is the right engine for the EMB-145."

NEW FAA ADMINISTRATOR RICHARDS REITERATES NEED TO IMPROVE AIR TAXI SAFETY

Gen. Thomas Richards was formally sworn in as FAA administrator Friday and told employees at agency headquarters that improving the safety of the air taxi industry is among his top priorities. Thomas, the retired four-star Air Force general, made similar comments during his confirmation hearing before the Senate aviation subcommittee last month *(BA, June 8/231).*

After being sworn in by DOT Secretary Andrew Card in the auditorium at FAA headquarters, Richards told agency employees, "Among the first of my priorities will be to monitor and maintain momentum on rulemaking and other initiatives that offer the promise of higher levels of safety, particularly in commuter airline and air taxi operations." Richards said the air taxi/regional business is the fastest growing segment of the aviation industry "and it needs our assistance to achieve the safety record we know is our common objective."

Richards observed that "accidents decline when pilots are given intensive training on the causes and

(Continued on Page 22)

NOW ONLINE WORLDWIDE

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BUSINESS/PERSONAL/REGIONAL AIRCRAFT – SECOND QUARTER UNIT SHIPMENTS

		2nd Quarter 92	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	17	48
TB-10	Tobago	8	15
TB-20	Trinidad	8	17
TB-21	Trinidad TC	0	0
TB-200XL		5	7
Total		38	87
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	16	20
Total		16	20
ATR (Avions de Transport Regional)			
• Multi-Engine			
ATR 42		4	11
ATR-72		12	32
Total		16	43
AVIAT (formerly Christen Industries)			
• Single-Engine			
S-1T	Pitts	*	*
S-2B	Pitts	*	*
A-1	Husky	*	*
Total		*	*
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	23	43
BE-A36	Bonanza	15	34
BE-36TC	Bonanza	4	8
BE-36AT		8	9
• Multi-Engine			
BE-58	Baron	6	13
BE-58P	Baron	0	0
BE-C90-1	King Air	3	6
BE-200	Super King Air	8	14
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	0
BE-300LW	Super King Air	1	2
BE-350	Super King Air	5	9
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	0	0
BE-1900D		8	13
Starship 2000		1	3
Beechjet 400A		5	8
Total		87	162
(Quarterly Billings $118,664,407)			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	5	6
ATP		3	7
BAe 146-100		0	1
BAe 146-200		0	0
BAe 146-300		1	2
BAe 800		5	7
BAe 1000		2	7
Total		16	30
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	4	6
BN-2T	Islander	1	1
Total		5	7

		2nd Quarter 92	Cal. Year
CANADAIR			
• Multi-Engine			
CL-601-3A		6	11
Total		6	11
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	10	15
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	4	13
CE-560	Citation V	14	27
CE-650	Citation III	0	1
CE-650	Citation VI	3	8
CE-650	Citation VII	2	2
Total		33	66
(Quarterly Bilings $133,676,625)			
DASSAULT AVIATION			
• Multi-Engine			
AD-My 50	Falcon	4	5
AD-My 900	Falcon	3	5
Total		7	10
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	9	14
DHC-8	Series 300	4	10
Total		13	24
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	*	*
EMB-711ST	Corison II	*	*
EMB-712	Tupi	*	*
EMB-720	Minuano	*	*
• Multi-Engine			
EMB-110	Bandeirante	*	*
EMB-120	Brasilia	*	*
EMB-121	Xingu	*	*
EMB-810D	Seneca II	*	*
EMB-820		*	*
EMB-821	Carajah	*	*
Total		*	*
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin IV-C		0	0
Metro III		2	7
Expediter		0	0
Total		2	7
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	5	9
Total		5	9
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	3	3
Total		3	3
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	0	1
Total		0	1

LEARJET CORP.

		2nd Quarter 92	Cal. Year
• Multi-Engine			
LR-31A		3	12
LR-35A		0	2
LR-36A		0	0
Total		3	14
(Quarterly Billings $13,478,457)			

MAULE AIR INC.

		2nd Quarter 92	Cal. Year
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		2	3
MX-7-180	Lunar Rocket	5	9
M7-235	Super Rocket	0	1
MX-7-235		4	8
M7-420		0	0
MXT-7-180		3	5
Total		14	26
(13 Export)			
(1 Domestic)			
(Quarterly Billings $1,079,502)			

MOONEY AIRCRAFT CORP.

		2nd Quarter 92	Cal. Year
• Single-Engine			
M-20J	MSE	9	23
M-20L	PFM	0	0
M-20M	TLS	8	14
Total		17	37
(5 Export)			
(12 Domestic)			

PIAGGIO AVANTI

		2nd Quarter 92	Cal. Year
• Multi-Engine			
P-180		2	4
Total		2	4

PIPER AIRCRAFT CORP.

		2nd Quarter 92	Cal. Year
• Single-Engine			
PA-18-150	Super Cub	1	1
PA-28-161	Warrior	1	1
PA-28-161	Cadet	4	4
PA-28-281	Archer II	3	3
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	0	0
PA-32-301	Saratoga	0	0
PA-32R-301	Saratoga SP	0	0
PA-46-350P	Mirage	2	5
• Multi-Engine			
PA-34-220T	Seneca III	6	7
PA-42-720	Cheyenne IIIA	0	0
PA-42-1000	Cheyenne 400	0	0
PA-44-180	Seminole	0	0
Total		17	21

TBM.SA COMPANY

		2nd Quarter 92	Cal. Year
• Single-Engine			
TBM-700		10	13
Total		10	13
SINGLE-ENGINE		166	307
MULTI-ENGINE		144	288
GRAND TOTAL		310	595

UNIT SHIPMENTS COMPARATIVE TREND: 22 MANUFACTURERS

	2nd Quarter			Calendar Year to Date		
	1992	1991	1990	1992	1991	1990
Aerospatiale	38	64	50	87	95	90
American General	16	27	*	20	44	*
ATR	16	*	*	43	*	*
Aviat	*	19	14	*	36	34
Beech	87	106	109	162	201	196
British Aerospace	16	22	27	30	40	53
Britten-Norman	5	3	6	7	4	10
Canadair	6	6	7	11	9	13
Cessna	33	47	42	66	83	81
Dassault	7	7	8	10	13	15
De Havilland	13	16	22	24	37	32
Embraer	*	27	33	*	50	59
Fairchild	2	8	3	7	9	6
Gulfstream	5	5	13	9	12	19
Israel	3	0	2	3	5	3
Lake	0	4	8	1	7	13
Learjet	3	3	7	14	11	13
Maule Air	14	12	10	26	25	15
Mooney	17	19	36	37	48	73
Piaggio Avanti	2	0	*	4	0	*
Piper	17	7	49	21	29	106
TBM	10	3	*	13	3	*
Total	310	405	446	595	761	831

* Figures not available

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Business & Commercial Aviation

July 27, 1992

Vol. 55 No. 4

INTELLIGENCE

A RAYTHEON SPOKESMAN, citing company policy, said Friday the company would have no comment on reports that it had submitted a bid to British Aerospace to acquire the U.K. company's Business Jets Division *(BA, July 13/9)*. *BA* was told last week that Raytheon had submitted a bid for BAe's business jet line and that officials were privately expressing confidence that it would be accepted. Acquisition of the BAe 125-800 and -1000 models by Raytheon and its Beech subsidiary would mark the second effort by Beech to sell the 125 series aircraft in North America. Beech marketed the HS125-600 in North America from 1970 until October of 1975 when Hawker Siddeley Aviation Ltd. resumed unilateral marketing efforts.

PROPOSED DEICING REGULATIONS published last week by FAA apply only to large transport aircraft operated under Part 121 of the FARs, although FAA said it would continue to monitor the effect of icing on smaller aircraft operated by Part 135 carriers *(see related article on Page 37)*.

FOKKER and Deutsche Aerospace (DASA) are nearing agreement on an alliance between the Dutch and German manufacturers, Fokker officials said late last week. Under the agreement DASA "and future partners" would buy a 51 percent stake in Fokker. Fokker said in a prepared statement that Fokker, DASA and the Dutch Ministry of Economic Affairs have agreed on "nearly all important issues" and a final agreement on a contract "will soon be addressed by Fokker and DASA."

K-C AVIATION ACQUIRES PART OF EJI AS PART OF BROAD EXPANSION EFFORT

K-C Aviation, the Dallas, Tex.-based subsidiary of Kimberly-Clark Corp., announced the signing of a letter of intent Friday under which it will acquire "substantially all" of the East Coast operations of Executive Jet International of Montvale, N.J. The proposed acquisition covers approximately 20 aircraft based at Westfield, Mass. and Islip, N.Y. plus EJI's Montvale, N.J. charter sales operation. Public acknowledgement of the agreement follows months of discussions between K-C and EJI *(BA, April 27/173)*. K-C Aviation has FAA repair station certificates and provides extensive aircraft completion and modification facilities in Dallas and Appleton, Wis., operates Appleton-based Midwest Express Airlines and provides charter services.

K-C Aviation President Richard Emery said K-C Aviation's management sees the need for a total transportation company offering a variety of services including charter, maintenance, aircraft management, refurbishment and leasing. He said acquisition of the EJI facilities will provide a major expansion of its charter business and give the company an East Coast base. He also indicated K-C will probably add a West Coast operation in the future.

EJI will retain its Columbus, Ohio-based Executive Jet Aviation and Cincinnati-based Executive Jet Management, plus a contractual arrangement with the Federal Reserve Bank of Boston to transport checks and other instruments. Combined, those entities will continue to operate over 45 aircraft. EJI also will continue its successful Net Jets program, under which it sells partial ownership in Cessna S/II aircraft to customers. To date, EJI has sold 24 Citations to some 79 customers under that program.

Both Emery and Richard Santulli, EJI's owner described the agreement between the two firms as a marriage rather than an acquisition. Santulli said his firm had "been searching for a strategic partner for our future activities and found an excellent one in K-C Aviation...the combination of K-C's reputation of excellence and EJI's aircraft operating expertise will be difficult to beat."

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1992 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-04-13	1123	Acft. swerved off rwy. TO, tire failure	N90HM	CO	TO	Pass	-	S
05-17	MU-300	Aircraft observed on belly after landing	N100RS	IL	Ldg	Pass	-	M
06-12	L-25B	Aircraft rolled and landed inverted on TO	N38DJ	WI	TO	Ferry	2	D

1992 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-01-11	CE-425	Crash following control loss, descent	N425BN	NV	Desc	Pass	7	D
01-28	PA-31T	Aircraft taxied into snowbank after ldg.	N314SC	AK	Taxi	Pass	-	M
01-30	BE-200	Off rwy.ldg. during ILS in below min.wx.	N30SE	PA	Ldg	Pass	-	S
02-10	BE-200	Gear not fully extended prior landing	N4288S	TX	Ldg	Pass	-	S
02-11	CE-425	Crash during approach in IMC conditions	N66LM	FL	App	Pers	1	D
02-13	SA-26AT	Crash during emergency appr.to a ldg.	N26JB	CO	Cru	EMS	-	D
03-05	MU-2B	Crash during instrument approach in IMC	N303CA	CO	Desc	Pass	6	D
03-29	690A	Impacted terrain during night departure	N111FL	NM	Clb	Pass	1	D
04-09	BE-90C	Crash during VOR approach in IMC	N105FL	FL	App	Pass	2	D
05-13	BE-200	Struck by lightning during cruise in IMC	N30721	VA	Cru	Tra	-	S
05-18	MU-2B	Crash short of runway landing in VMC	N742FN	CA	App	Pass	2	S
05-20	690	Damaged ldg. after wheel fell off on TO	N130TT	WV	Ldg	Pass	-	M
06-16	BE-200	Crashed into trees on final to land, VMC	N32HG	DE	Desc	Pass	4	D

1992 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-01-26	AS-355F1	Emerg. ldg. following fire warning lts.	N101UM	MI	Cru	EMS	-	M
02-29	B-212	Inflight breakup during cruise in VMC	N92AL	LA	Cru	Ferry	1	D
03-14	AS-332L	Crash into sea during marg. wx. oper.	-	Scotland	TO	Pass	11	D
06-04	BE-212	Crashed off shore, no other information	PT-HQF	Brazil	TO	Pass	1	D
06-06	BE-222	Crashed during EMS operation	DH-HSD	Germany	App	EMS	2	D
06-07	BE-222	Crash during attempted single engine TO	N5007L	CA	TO	Ferry	-	D
06-13	SA-365	Unable to maintain RPM, emergency ldg.	N151CA	PA	Cru	Pass	-	S
06-14	S-76	Tail rotor hit fence during landing	N2620	LA	Ldg	Pass	-	S

Information is based on preliminary reports and is subject to change.

Source: Robert E. Breiling Associates

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1992 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-01-11	B-206B3	Collided with powerline during cruise	N95AT	CA	Cru	Pass	5	D
01-15	H-369D	Power malfunction, control loss, descent	N8674F	NJ	Cru	Pers	1	D
01-29	B-206L3	Hit water during platform landing	N65603	GM	Ldg	O.S.	-	S
02-05	B-206B3	Crash following engine failure, Barbados	N27AJ	OF	Desc	Pass	5	D
02-08	AS-350D	Crash cause unknown	N5768Z	Chile	Cru	Pass	-	D
02-10	B-206B3	Rolled over in soft ground after landing	N3903L	CA	Ldg	Pass	-	S
02-11	B-206B	Main rotor hit the ground during hover	N5003U	UT	Hvr	Ferry	2	D
02-11	H-369E	Hard landing, tail rotor separation	N1600Q	MD	Appr	Ferry	-	S
02-12	B-206L3	Crashed into reservoir, power malf/loss	N99TVX	CO	Maneu	Ferry	2	D
02-14	H-369D	Hard landing, practice autorotation	N911FT	AZ	Ldg	Tra	-	S
02-15	B-206L3	Crash, marg. wx. operation in Gulf	N3120X	GM	Desc	O.S.	-	D
02-23	B-214B1	Crash during crew transfer, VFR/turbulent	N814RM	AK	Cru	Pass	6	D
02-26	B-206B3	Power loss, emerg.ldg.in gulf, sea damage	N2750F	GM	Static	Pass	-	S
03-02	B-206B	Control loss during hover, crash in lake	N59613	NV	Hvr	Photo	-	S
03-02	B-206B3	Hit building during night lift off	N3201R	TX	Hvr	Pass	-	S
03-04	AS-350AH	Collided with terrain during cruise,IMC	N350AH	AZ	Cru	EMS	2	D
03-06	B-214B1	Power loss, damaged during autorotation	N314RH	AK	Hvr	Ext.Ld.	-	S
03-27	B-206L3	Battery door tore away, hit main rotor	N3907N	GA	Appr	Mtnce	-	S
04-01	B-206	Flame out, hovering near sprinklers	N3200N	HI	Hvr	Mtnce	-	S
04-09	H-369C	Main rotor mast separated on landing	N8311F	Pacific	Ldg	Aer.Obs.	-	S
04-09	B-206L3	Emerg. water ldg. pilot incapacitation	N6610L	LA	Desc	O.S.	2	D
04-13	SA-315B	Power loss during external load lift	N315DY	UT	Hvr	Ext.Ld.	-	S
04-13	B-206	Lost at sea during ice reconnaissance	O-YHDI	Iceland	-	Aer.Obs.	2	D
04-20	B-206L3	Ext. long line hit tail, hard landing	N5736N	CA	Cru	Ext.Ld.	-	S
04-22	UH-1B	Power loss, emerg. ldg. during spraying	N4028F	FL	Maneu	Aer.App.	-	S
04-28	B-206B2	Rolled over during ldg.in white out cond.	N371EH	AK	Hvr	Pass	-	S
04-30	H-500E	Tail rotor separation, hard landing	N97BR	KY	Desc	Pass	-	S
05-01	H-369E	Hard ldg.,practice autorotation, training	N5211Y	OR	Ldg	Tra	-	S
05-16	SA-341G	Hit trees during maneuvering	N9000E	OR	Maneu	Pass	2	D
05-29	AS-350B	Hit terr.in deteriorating wx. and fog	N5806K	SC	Cru	EMS	-	D
05-30	H-369D	Power loss, damaged during emergency ldg.	N1100A	HI	Cru	Pass	-	S
06-10	H-500D	Tail rotor failure, water landing	N8395F	AK	Clb	Pass	-	S
06-13	H-500	Crash, cause unknown	N10436	NM	Cru	Aer.Obs.	1	D

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THE WEEKLY OF BUSINESS AVIATION™

Vol. 55 No. 5

INTELLIGENCE

AMR COMBS, which has not added a new fixed-base operation to its chain since the beginning of last year *(BA, Dec. 24, 1990/243)*, last week announced a major expansion of one of its East Coast facilities and said it is "actively seeking" new FBO locations *(see article on Page 46)*.

CESSNA CHIEF EXECUTIVE Russ Meyer, who has twice unveiled proposals designed to enhance general aviation safety by requiring more stringent airworthiness standards for older aircraft in the GA fleet, is planning to address the issue again at this week's Experimental Aircraft Association Convention. Cessna said Meyer will announce "a comprehensive aviation safety enhancement initiative" at a news conference today in Oshkosh. Meyer made proposals in 1989 and 1991 that provided for installation of improved systems in older aircraft and more demanding proficiency requirements for pilots *(BA, April 22, 1991/165)*. Those proposals encountered strong opposition from the Aircraft Owners and Pilots Association *(BA, June 17,1991/248)*.

AOPA'S REACTION to Meyer's latest proposal is likely to be more favorable. AOPA President Phil Boyer, who will be in attendance at Meyer's speech today, told *BA* last week he believes the thrust of Meyer's latest idea is using Cessna Pilot Centers to provide better training for owners of Cessna aircraft. "If it's a safety education program, we're all for it," Boyer said, but warned that AOPA will continue to oppose new requirements that would force aircraft owners to install new equipment on planes that are already airworthy.

SENATE APPROPRIATIONS COMMITTEE last week agreed to preserve FAA's right to require 10-year criminal background checks for individuals with unescorted access to secured areas of airports. While the committee acknowledged that it had many concerns over FAA's proposed security regulations, it also said that the House's provision to prohibit the issuance of the regulations "would completely undermine the intent of the Aviation Security Improvement Act" *(BA, July 13/10)*. The committee added that FAA has indicated plans to modify the proposal "to limit its application." The committee included its remarks in the Senate version of the fiscal 1993 transportation funding bill *(see related article on Page 46)*.

ISHIDA AEROSPACE RESEARCH expects to make a decision within the next few weeks on which engine will power the company's proposed TW-68 tilt-wing aircraft *(see related article on Page 46)*. The company had announced nearly two years ago that it would use some model of the Pratt & Whitney PT6A turboprop, but a spokesperson for Ishida told *BA* last week the company also is considering the T800 turboshaft. The T800, a 1,200-shaft-horsepower engine being developed by Garrett and Allison, was designed as the powerplant for the Army's RAH-66 Commanche light helicopter .

SENATE FINANCE COMMITTEE once again last week approved a repeal of the 10 percent luxury tax on aircraft, boats, jewelry and furs. The measure was included in the Senate's version of the urban aid bill, which was passed by the House in early July *(BA, July 6/6)*. Senate Finance Committee in late June also approved a luxury tax repeal measure, but that was included in a much narrower bill *(BA, June 22/254)*. The urban aid bill contains many of the same provisions as the previous legislation, but also provides a number of other tax incentives — including those intended to create the so-called "enterprise zones." The urban aid bill also provides a one-year, 15 percent investment tax allowance for new equipment and relief for corporations that pay the alternative minimum tax.

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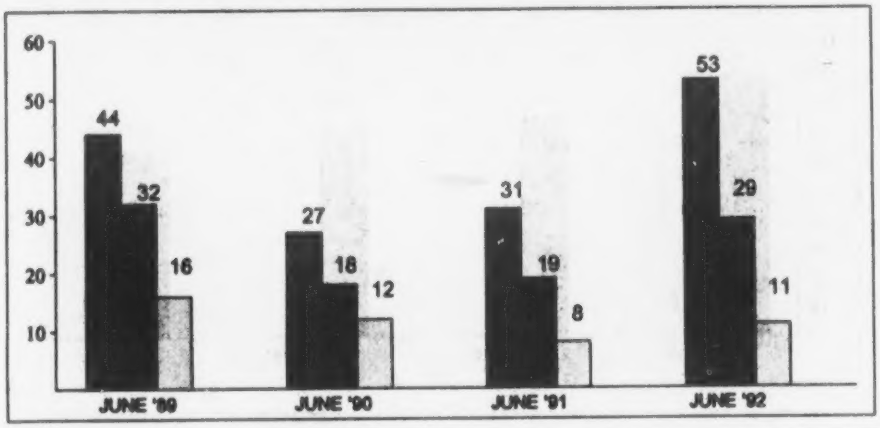

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SN601 Corvette
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I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/31/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

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I.A.I. 1125 Astra
Lear Jet 55 Series
Saberliner (All Models)

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All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

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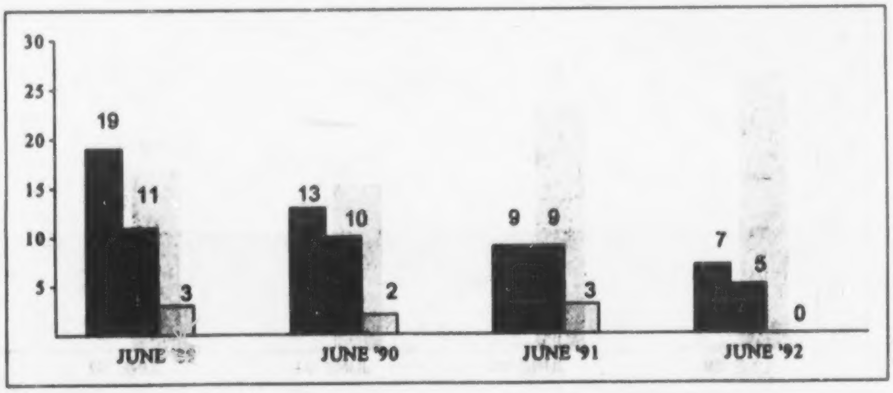

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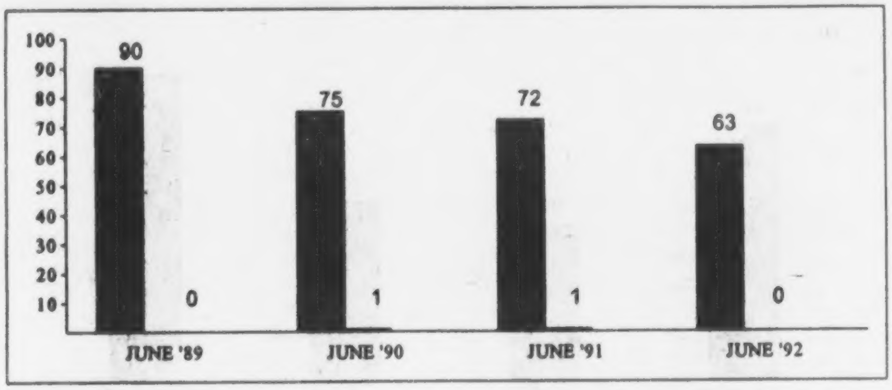

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G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

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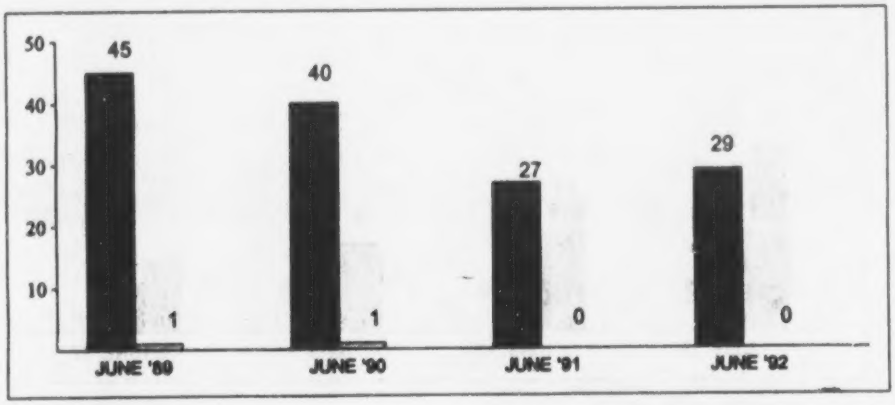

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INTELLIGENCE

GULFSTREAM AEROSPACE is claiming letters of intent with deposits for 12 of its new Gulfstream V business jets, Canadair says it has deposits for more than 25 Global Express aircraft and Dassault and Falcon Jet plan to announce details of their Falcon 9000 long-range jet this week at the NBAA convention in Dallas. Industry observers are already asking whether the market will support three long-range business jets in the $30 million price range.

DASSAULT'S ENTRY in the long-range airplane sweepstakes is expected to maintain the same 727-style trijet engine configuration used on the Falcon 50 and Falcon 900. Industry sources say the 9000 will retain the Falcon 900 fuselage diameter, but with a new wing capable of holding more fuel.

DEPARTMENT OF TRANSPORTATION intends to launch a formal evaluation of the effectiveness of the current random drug testing rule, Transportation Secretary Andrew Card told the Wings Club in New York last week. Card, noting the controversy surrounding the mandatory 50 percent random sampling rate for drug testing, said, "I was dismayed at the inadequate level of detail in our current reports. With improved data, we may be able to make a more informed determination whether the random testing rate can be adjusted, and the costs to the industry reduced." Card's remarks follow sharp criticism by aviation industry officials about the unnecessarily high level of random testing given the very limited number of tests that revealed the presence of drugs in aviation industry personnel *(BA, Aug. 31/89)*.

FAA ISSUES NEW PROPOSAL CURTAILING CRIMINAL BACKGROUND CHECKS FOR EMPLOYEES

Federal Aviation Administration last week issued a revised proposal that significantly reduces the number of mandatory criminal background checks for individuals with certain airport security clearances. The supplemental notice of proposed rulemaking (SNPRM), which was announced by Transportation Secretary Andrew Card Wednesday and published in the *Federal Register* Friday, mandates 10-year criminal background checks only for new hires who have "inconsistencies" in their backgrounds. This is a dramatic change from the original proposal, which drew fire from nearly all corners of the industry because it would have required the background checks for all employees with unescorted access to secured areas of airports *(BA, May 4/183)*. FAA estimated the original rule would have subjected nearly 200,000 individuals a year to background checks, while the revised rule will result in about 100-500 checks each year. In announcing the revised proposal, Card said the new version could reduce the implementation cost from estimates that reached $1 billion to as low as $3.1 million over the next 10 years.

Unlike the original proposal, the SNPRM grandfathers all individuals who currently have unescorted access to high-security airport areas and limits the requirements for escorts to only those individuals undergoing a criminal background check. FAA said employers should look for "triggers" in deciding whether to conduct a criminal background check. These triggers include a one-year unexplainable gap in employment, significant inconsistencies between information on the application and information that is verified, and information suggesting that an individual has a criminal background.

In lieu of the mandatory criminal background check, the SNPRM standardizes a five-year employment history verification. FAA originally required five-year employment history verifications in 1985, but the agency said the procedures for such an investigation "have been open to interpretation because the FAA has not issued specified

(Continued on Page 112)

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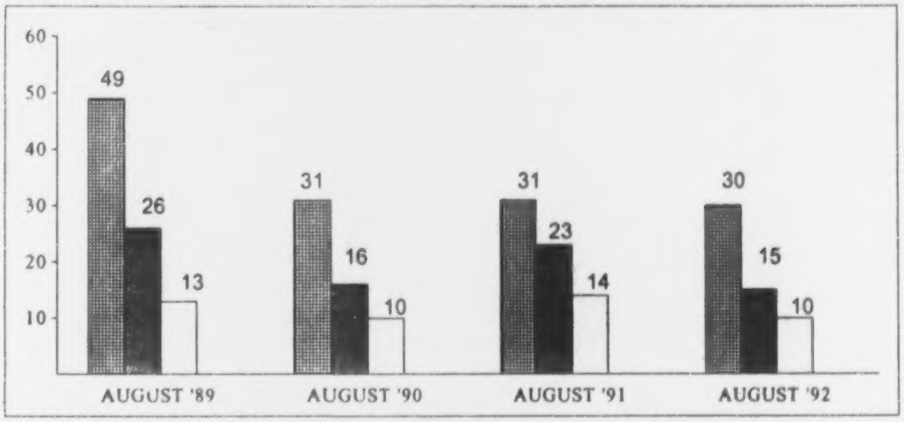

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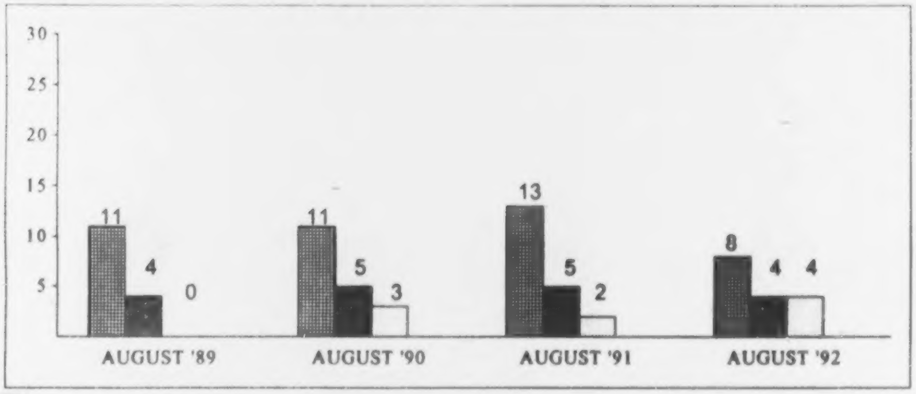

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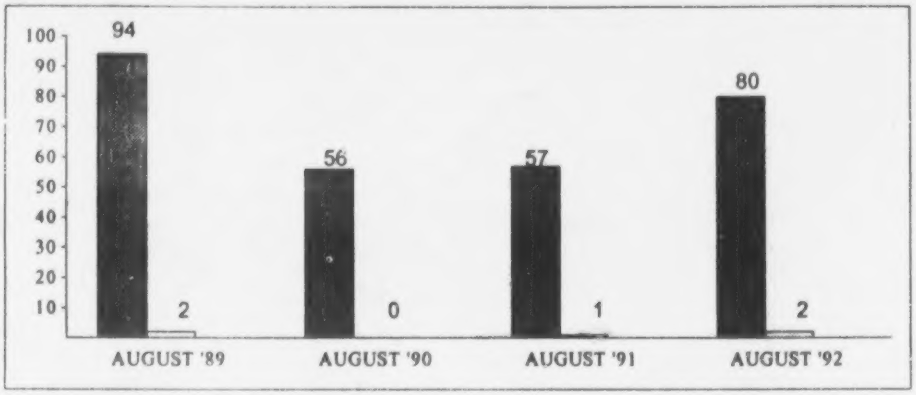

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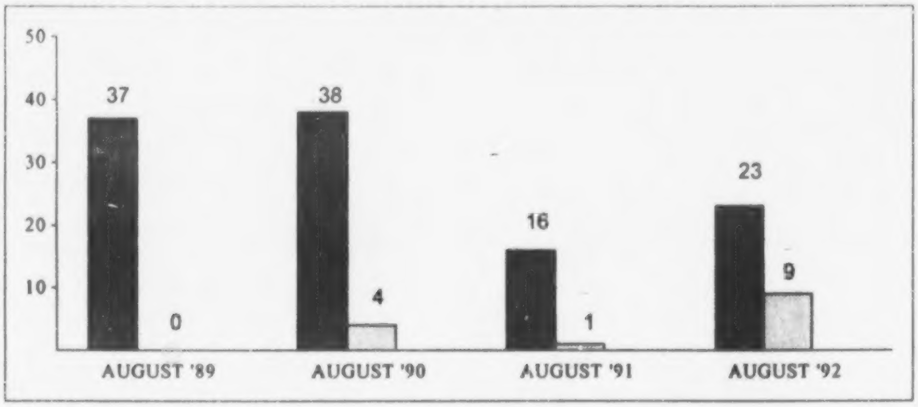

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THE WEEKLY OF

BUSINESS AVIATION™

Vol. 55 No. 16

INTELLIGENCE

NATIONAL BUSINESS AIRCRAFT ASSOCIATION said Friday the survey of its members and exhibitors indicates both groups favor retention of the current practice that combines an annual membership meeting with a trade show/exhibition. *See related story on Page 156.*

GENERAL AVIATION fatal and total accident rates for 1991 have been recalculated upward as a result of recent revisions by FAA officials to estimates of GA activity levels last year. Accident rate information released by the National Transportation Safety Board early this year was based on FAA estimates that GA aircraft flew 30.76 million hours in 1991, a figure that industry leaders criticized as unrealistically high *(BA, Jan. 20/25).* FAA now has revised downward its estimate of GA activity last year to approximately 27.7 million hours, driving the total GA accident rate from 6.90 accidents per 100,000 aircraft hours up to 7.86 accidents per 100,000 hours. Fatal accident rate went from 1.35 accidents per 100,000 aircraft hours to 1.52 accidents, based on the revised activity figures.

NBAA PRESIDENT Jack Olcott wrote to President George Bush last week urging him to consider "the importance of the provision to repeal the luxury tax" contained in H.R.11, a comprehensive tax package passed by Congress just before it adjourned. Joining the hundreds of groups that are attempting to convince Bush to sign H.R.11 into law *(BA, Oct. 12/147)*, Olcott said the luxury tax "has adversely impacted the general aviation industry resulting in a serious threat to American jobs and the loss of millions of dollars in aircraft sales."

DESPITE the broad-based coalition of interests urging Bush to sign the tax bill, it appears he still may veto the measure. During Thursday night's televised presidential debate, moderator Carole Simpson of ABC News asked Bush "aren't you threatening to veto the bill [H.R.11] – the urban aid bill – that included enterprise zones?" Bush responded, "Sure, but the problem is, you get so many things included in a great big bill that you have to look at the overall good."

NATIONAL TRANSPORTATION SAFETY BOARD is drafting recommendations that will urge FAA to process and review results of alcohol tests from general aviation accidents. The recommendations also would encourage aviation groups such as the Aircraft Owners and Pilots Association and National Association of State Aviation Officials to develop educational programs for pilots about the effects of alcohol use while flying.

RECOMMENDATIONS stem from a study of the involvement of alcohol in GA accidents from 1983 to 1988. Study shows that there has been a downward trend in alcohol-involved GA accidents during that period (from about 10 percent of fatal GA accidents in the mid-70s to about six percent of fatal GA accidents in the late 1980s). In nearly three-quarters of the studied accidents, however, NTSB said the pilot-in-command had exceeded both the FAA alcohol limit as well as the higher limits set by states for operation of a motor vehicle.

FOR THE SECOND TIME in a year, Beech Holdings has announced a change in the management structure for its chain of 19 fixed-base operations. Beech Holdings President Keith Nadolski announced the appointment of half a dozen regional vice presidents to oversee maintenance of standards at the company's FBOs last year *(BA, Nov. 11/195).* Now Beech Holdings is being regrouped into just two divisions – east and west – instead of six.

NOW ONLINE WORLDWIDE

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BUSINESS AVIATION BRIEFS

PRATT & WHITNEY President J.G. O'Connor told employees the company would lay off approximately 4,800 employees by June of 1993. The cuts, which will affect P&W facilities worldwide, began Friday. O'Connor said 695 employees at plants in Connecticut and Maine will be laid off, while another 181 will leave as a result of voluntary separations. He said a further reduction of another 2,400 positions will occur in the first quarter of 1993 and the remaining 1,500 by the end of June. He said the cuts are necessary because of "drastically weakening industry conditions. Bankrupt airlines, too much capacity and the resulting fare wars are dragging down airline profits," which he said was forcing airlines to reschedule airplane and engine orders.

* * *

CHARTS listing accidents that occurred during the first nine months of 1992 involving business jets, turboprops and turbine-powered helicopters, appears *on Pages 161-164.* The information was compiled by Robert E. Breiling Associates, which publishes annual reviews of aviation accidents and safety overviews that provides statistical information on the safety records of individual aircraft models. For more information, contact the company at 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487.

* * *

BEECH AIRCRAFT said former National Football League lineman Dan Dierdorf has joined the company's Starship marketing program. Dierdorf, the color commentator on ABC-TV's Monday Night Football, is currently taking flight training at Executive Beechcraft at the Spirit of St. Louis Airport. Beech said Dierdorf expects to receive his private pilots license this year and has ordered a Bonanza A36 for delivery early next year. As part of the Starship promotion campaign, Dierdorf will host potential customers at three Monday Night Football games this season.

* * *

MCCAULEY ACCESSORY DIVISION of Cessna Aircraft has formed The BlackMac Formation, an organization of owners and pilots whose aircraft use McCauley's BlackMac propellers. McCauley officials said the organization is designed to "enhance communication between BlackMac users and the manufacturers and create a forum for ideas that will contribute to new and innovative propeller technology." For more information on the program, call (800) 621-7767.

* * *

DOWTY AEROSPACE YAKIMA received a contract from Cessna Aircraft Company to supply retract actuators for the Citation X main and nose landing gears. Initial contract calls for 100 shipsets with an option for 100 more. Shipset comprises two main landing gear retract actuators and one nose gear retract actuator. Based in Yakima, Wash., Dowty Aerospace Yakima is an operation of Dowty Aerospace's Hydraulics Business Unit.

* * *

FLIGHTSAFETY INTERNATIONAL will open a Falcon Jet maintenance training center at Falcon Jet's completion and maintenance facility in Little Rock, Ark. First classes will begin at the center in January. FlightSafety officials said the center will offer training services similar to those provided in its Teterboro training center.

* * *

FLIGHT INTERNATIONAL received a contract from the U.S. Navy to provide target towing and electronic training services. In awarding the contracts, the Navy exercised two one-year options for the Commercial Air Service and Mediterranean Commercial Air Service contracts. The contracts were initially effective Jan. 1, 1989 and Nov. 1, 1991, respectively. The options are valued at nearly $13 million annually.

* * *

AMERICAN GENERAL AIRCRAFT CORPORATION has added Epps Aviation to its network of dealers. Epps, an Atlanta, Ga. fixed-base operation, will sell and service the AG Tiger. Epps was founded in 1965 by the son of Ben Epps, who in 1907 became the first man in Georgia to fly a plane.

* * *

AEROSPACE INDUSTRIES ASSOCIATION announced three companies have joined the association this month: CTA Incorporated, represented by President and CEO C.E. Velez; Digital Equipment Corporation, represented by Jack MacKeen, vice president, Aerospace Defense Electronics/Government, and Edwards Aerospace, represented by Chairman and President John Edwards.

1992 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-04-13	1123	Acft. swerved off rwy. TO, tire failure	N90HM	CO	TO	Pass	-	S
05-02	L-35A	Crashed, no further information	PT-OEF	Mexico	Cru	Ferry	2	D
05-17	MU-300	Aircraft observed on belly after landing	N100RS	IL	Ldg	Pass	-	M
06-12	L-25B	Aircraft rolled and landed inverted on TO	N38DJ	WI	TO	Ferry	2	D
06-17	NA-265	Overshot landing roll,departed runway end	N50CR	IA	Ldg	Pass	-	S
06-27	CE-500	Tire blew on ldg, acft. swerved off rwy.	-	FL	Ldg	Pass	-	M
07-28	L-25	Disappeared from radar, no further info.	PT-	Brazil	Cru	Pass	5	D
08-06	L-35	Overshot rwy.ldg. T storms in area	N43EL	SC	Ldg	Ferry	-	S
09-02	L-35	Wheel fire following rejected takeoff	D-	Germany	TO	Pax	-	S
09-10	CE-550	Taxi into other aircraft on departure	N717PC	MN	Txi	Pass	-	M
09-24	L-60	Experienced hard ldg. during test flight	N602LJ	KS	Ldg	Test	-	S

Information is preliminary and subject to change

Source: Robert E. Breiling Associates

1992 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-01-11	CE-425	Crash following control loss, descent	N425BN	NV	Desc	Pass	7	D
01-28	PA-31T	Aircraft taxied into snowbank after ldg.	N314SC	AK	Taxi	Pass	-	M
01-30	BE-200	Off rwy.ldg. during ILS in below min.wx.	N30SE	PA	Ldg	Pass	-	S
02-10	BE-200	Gear not fully extended prior landing	N4288S	TX	Ldg	Pass	-	S
02-11	CE-425	Crash during approach in IMC conditions	N66LM	FL	App	Pers	1	D
02-13	SA-26AT	Crash during emergency appr.to a ldg.	N26JB	CO	Cru	EMS	-	D
03-05	MU-2B	Crash during instrument approach in IMC	N303CA	CO	Desc	Pass	6	D
03-29	690A	Impacted terrain during night departure	N111FL	NM	Clb	Pass	1	D
04-09	BE-90C	Crash during VOR approach in IMC	N105FL	FL	App	Pass	2	D
05-13	BE-200	Struck by lightning during cruise in IMC	N30721	VA	Cru	Tra	-	S
05-18	MU-2B	Crash short of runway landing in VMC	N742FN	CA	App	Pass	2	S
05-20	690	Damaged ldg. after wheel fell off on TO	N130TT	WV	Ldg	Pass	-	M
06-16	BE-200	Crashed into trees on final to land, VMC	N32HG	DE	Desc	Pass	4	D
06-24	MU-2	Impacted mountainous terrain, night VMC	N108SC	NM	Clb	Pass	6	D
06-25	AC690	Control loss cruise, T storm activity	N -	OK	Cru	Pers	1	D
07-03	AC690	Engine fire, off airport landing	N -	TX	Cru	Pers	-	D
07-09	MU-2B	Crash,IFR departure,poss.incapacitation	N220MA	NH	Clb	Pass	2	D
08-02	AC690	Left gear coll. during touch and go ldg.	N74GB	FL	Ldg	Tra	-	S
08-06	BE-90	Power loss on final,landed short in lake	N90RG	MI	Ldg	Pers	-	S
08-10	CE-441	Crash TO following bird flock contact	N920C	GA	TO	Pers	-	D
08-13	PA-31T1	Landed short of runway on IFR app.,IMC	N -	MO	Ldg	Pass	-	S
08-25	SA-226	Rolled to right and crashed on lift off	N324AE	AR	TO	Test	3	D
08-30	CE-425	Crash, engine out approach in VMC	N425TV	MS	App	Pass	1	D
09-04	PA-42	Hit wires during approach in VMC	N4592R	KS	APP	Pass	-	M
09-11	MU-2B	Mid air during IFR departure	N74FB	IN	Clb	Pass	5	D

Information is preliminary and subject to change

Source: Robert E. Breiling Associates

1992 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

		DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-01-11	B-206B3	Collided with powerline during cruise	N95AT	CA	Cru	Pass	5	D
01-15	H-369D	Power malfunction, control loss, descent	N8674F	NJ	Cru	Pers	1	D
01-29	B-206L3	Hit water during platform landing	N65603	GM	Ldg	O.S.	-	S
02-05	B-206B3	Crash following engine failure, Barbados	N27AJ	OF	Desc	Pass	5	D
02-08	AS-350D	Crash cause unknown	N5768Z	Chile	Cru	Pass	-	D
02-10	B-206B3	Rolled over in soft ground after landing	N3903L	CA	Ldg	Pass	-	S
02-11	B-206B	Main rotor hit the ground during hover	N5003U	UT	Hvr	Ferry	2	D
02-11	H-369E	Hard landing, tail rotor separation	N1600Q	MD	Appr	Ferry	-	S
02-12	B-206L3	Crashed into reservoir, power malf/loss	N99TVX	CO	Maneu	Ferry	2	D
02-14	H-369D	Hard landing, practice autorotation	N911FT	AZ	Ldg	Tra	-	S
02-15	B-206L3	Crash, marg. wx. operation in Gulf	N3120X	GM	Desc	O.S.	-	D
02-23	B-214B1	Crash during crew transfer, VFR/turbulent	N814RM	AK	Cru	Pass	6	D
02-26	B-206B3	Power loss, emerg.ldg.in gulf, sea damage	N2750F	GM	Static	Pass	-	S
03-02	B-206B	Control loss during hover, crash in lake	N59613	NV	Hvr	Photo	-	S
03-02	B-206B3	Hit building during night lift off	N3201R	TX	Hvr	Pass	-	S
03-04	AS-350AH	Collided with terrain during cruise,IMC	N350AH	AZ	Cru	EMS	2	D
03-06	B-214B1	Power loss, damaged during autorotation	N314RH	AK	Hvr	Ext.Ld.	-	S
03-27	B-206L3	Battery door tore away, hit main rotor	N3907N	GA	Appr	Mtnce	-	S
04-01	B-206	Flame out, hovering near sprinklers	N3200N	HI	Hvr	Mtnce	-	S
04-09	H-369C	Main rotor mast separated on landing	N8311F	Pacific	Ldg	Aer.Obs.	-	S
04-09	B-206L3	Emerg. water ldg. pilot incapacitation	N6610L	LA	Desc	O.S.	2	D
04-13	SA-315B	Power loss during external load lift	N315DY	UT	Hvr	Ext.Ld.	-	S
04-13	B-206	Lost at sea during ice reconnaissance	O-YHDI	Iceland	-	Aer.Obs.	2	D
04-20	B-206L3	Ext. long line hit tail, hard landing	N5736N	CA	Cru	Ext.Ld.	-	S
04-22	UH-1B	Power loss, emerg. ldg. during spraying	N4028F	FL	Maneu	Aer.App.	-	S
04-28	B-206B2	Rolled over during ldg.in white out cond.	N371EH	AK	Hvr	Pass	-	S
04-30	H-500E	Tail rotor separation, hard landing	N97BR	KY	Desc	Pass	-	S
05-01	H-369E	Hard ldg.,practice autorotation, training	N5211Y	OR	Ldg	Tra	-	S
05-16	SA-341G	Hit trees during maneuvering	N9000E	OR	Maneu	Pass	2	D
05-29	AS-350B	Hit terr.in deteriorating wx. and fog	N5806K	SC	Cru	EMS	-	D
05-30	H-369D	Power loss, damaged during emergency ldg.	N1100A	HI	Cru	Pass	-	S
06-10	H-500D	Tail rotor failure, water landing	N8395F	AK	Clb	Pass	-	S
06-13	H-500	Crash, cause unknown	N10436	NM	Cru	Aer.Obs.	1	D

Information is based on preliminary reports and is subject to change

Source: Robert E. Breiling Associates

1992 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS (continued)

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
92-06-19	B-206L3	Landing gear strut failed/collapsed ldg.	N2267N	HI	Ldg	Pass	-	S
06-20	UH-1	Crashed into river, cause unknown	N81643	Peru	Maneu	Pass	3	D
06-26	H-369HS	Crashed while conducting forced landing	N9089F	FL	Ldg	Pers	1	D
07-24	HH-43F	Helo. crashed, no further details	N90944	ID	Ldg	Ferry	-	S
07-28	UH-1B	Pwr.loss during ext.load ops. hit trees	N89NW	WA	Maneu	Ext.Ld	-	S
07-31	H-369D	Hard ldg. during practice autorotation	N64MK	HI	Ldg	Tra	-	S
08-01	B-206L1	Experienced dynamic rollover during hover	N56SP	CA	TO	EMS	-	S
08-03	H-369HS	Pwr. loss shortly after takeoff	N501FH	LA	TO	Test	-	S
08-03	B-205A	Impacted terrain following power loss	N66HJ	OR	App	Pass	-	S
08-05	B-206L3	Exp. mech. problems ldg. no further info.	N3178L	CA	Ldg	Ferry	-	S
08-09	B-206L	Hit power lines, crashed into river	N200LT	IL	Cru	Pass	2	D
08-12	H-369D	Hit tower while stringing cable	N58425	CA	Maneu	Ext.Ld	1	D
08-15	UH-12Soloy	Control loss during aerial application	N9753C	CA	Maneu	Aer.App.	-	S
08-25	B-206B	Emerg.ldg.following fuel, fire followed	N83139	AK	Ldg	Patrol	-	S
09-02	B-206L3	Crash ldg.during high elevation EMS ops.	N911NM	CO	Ldg	EMS	-	S
09-09	H-500D	Tail rtr. shaft/gear failed. emerg.ldg.	N8697F	AK	Cru	Pass	-	S
09-11	H-500	Crash off runway end, cause unknown	N1096X	AR	Clb	Pass	3	D
09-16	AS-350B	Hit high terrain, sightseeing flight	N350SM	HI	Cru	Pass	7	D
09-24	B-206	Experienced power loss, no other details	N947L	CA	Cru	Ferry	-	S
09-29	H-500	Mid air during sightseeing over Niagara	N588DB	NY	Maneu	Pass	4	D
09-29	B-206	Mid air with aircraft listed above	C-GFXX	NY	Maneu	Pass	-	D

Information is based on preliminary reports and subject to change as investigation continues

Source: Robert E. Breiling Associates

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GENERAL AVIATION MARKET EXPANSION PLAN, the ambitious program launched nearly five years ago to promote greater use and better understanding of general aviation aircraft *(BA, April 11, 1988/113)*, will cease operations at the end of the year. Although the goals of the GAME Plan – providing access to information on flight instruction programs and promoting the use of charter aircraft and business flying – won acclaim from most segments of the industry, the effort never attracted sufficient revenue to adequately support its mission. The program's financial shortfall has been exacerbated by the economic recession, which reduced the income of many companies and individuals who contributed funding.

CONTINUATION of an industry-sponsored Learn-To-Fly program is being planned by a group that met in Washington last week. That group, which includes a number of individuals who had been active supporters of the GAME Plan effort, plans to maintain use of a toll-free telephone number to link prospective student pilots with flight schools in their local area. Formal announcement of the details of the new program is expected shortly. Discussions also are underway about finding other organizations or groups to take over other GAME Plan programs, including promotion of charter aircraft use and business flying.

AS OF LATE FRIDAY, congressional leaders still had not sent the comprehensive tax bill, H.R.11, to the White House for President Bush's signature. The president has 10 calendar days to sign the bill once it arrives at the White House. Observers speculated the delay in forwarding the bill is a tactical move to avoid a veto, which Bush has threatened because H.R.11 contains measures that would raise certain taxes *(BA, Oct. 19/155)*. Congressional leaders, however, reportedly were hoping that Bush would be willing to sign it after the election. H.R.11, which contains a repeal of the luxury tax and simplifies the tax code for affiliated groups, was passed by the House and Senate earlier this month *(BA, Oct. 12/145)*.

PRESIDENTIAL HOPEFUL Bill Clinton last week indicated a desire to change the structure of the Federal Aviation Administration. In a letter to the Aero Club of Washington, Clinton said, "For years there has been widespread dissatisfaction with the status of FAA, the frequent turnover in administrators, the endless red tape, the stifling civil service regulations and interference from the Office of the Secretary. It is time to reopen the discussion as to how the FAA should be structured." The letter was read during a debate on aviation issues between representatives of the Clinton and Bush camps.

SWEARINGEN HIRING FOR WEST VIRGINIA PLANT; FINANCIAL OFFERING PLANNED

Swearingen Aircraft has hired the first workers for its new aircraft manufacturing facility in West Virginia and investment bankers are nearing completion of a financial offering designed to raise $100 million in financing for the SJ 30 business jet.

Swearingen, which confirmed this fall that it had abandoned plans to build the SJ 30 in Delaware because of delays in obtaining state-assisted financial support *(BA, Sept. 21/112)*, now plans to build the SJ 30 in a 250,000-square-foot plant to be built in Martinsburg, West Virginia. The company said last week it had hired nine specialists in sheet metal, electrical work, tool making and airframe and engine mechanics in West Virginia and is transferring them to San Antonio, Tex. – Swearingen's corporate headquarters – where they and

(Continued on Page 166)

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BUSINESS/PERSONAL/REGIONAL AIRCRAFT – THIRD QUARTER UNIT SHIPMENTS

		3rd Quarter 92	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	14	62
TB-10	Tobago	17	32
TB-20	Trinidad	4	21
TB-21	Trinidad TC	1	1
TB-200XL		5	12
Total		41	128
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	16	36
Total		16	36
ATR (Avions de Transport Regional)			
• Multi-Engine			
ATR-42		2	13
ATR-72		4	36
Total		6	49
AVIAT (formerly Christen Industries)			
• Single-Engine			
S-1T	Pitts	*	*
S-2B	Pitts	*	*
A-1	Husky	*	*
Total		*	*
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	15	58
BE-A36	Bonanza	20	54
BE-36TC	Bonanza	4	12
BE-36AT		0	9
• Multi-Engine			
BE-58	Baron	9	22
BE-58P	Baron	0	0
BE-C90-1	King Air	10	16
BE-200	Super King Air	7	21
BE-200C	Super King Air	1	1
BE-200T	Super King Air	0	0
BE-300LW	Super King Air	1	3
BE-350	Super King Air	4	13
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	0	0
BE-1900D		7	20
BE-1900E		0	0
Starship 2000		0	3
Beechjet 400A		11	19
Total		89	251
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	7	13
ATP		3	10
BAe 146-100		0	1
BAe 146-200		0	0
BAe 146-300		1	3
†BAe 800		3	6
†BAe 1000		3	11
Total		17	44
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	1	7
BN-2T	Islander	1	2
Total		2	9

		3rd Quarter 92	Cal. Year
CANADAIR			
• Multi-Engine			
CL-601-3A		2	13
Total		2	13
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	10	25
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	4	17
CE-560	Citation V	13	40
CE-650	Citation III	0	1
CE-650	Citation VI	2	10
CE-650	Citation VII	5	7
Total		34	100
DASSAULT AVIATION			
• Multi-Engine			
AD-My.50	Falcon	0	5
AD-My.900	Falcon	4	9
Total		4	14
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	5	19
DHC-8	Series 300	4	14
Total		9	33
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	2	5
EMB-711ST	Corison II	0	0
EMB-712	Tupi	0	0
EMB-720	Minuano	0	2
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	2	15
EMB-121	Xingu	0	0
EMB-810D	Seneca II	5	7
EMB-820		0	0
EMB-821	Carajah	0	1
Total		9	30
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Metro III		2	9
Expediter		3	3
Total		5	12
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	3	12
Total		3	12
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	0	3
Total		0	3
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	4	5
Total (3 Export) (1 Domestic)		4	5

Airport and Airway Trust Fund
Income Statement
October 31, 1991 - August 31, 1992

RECEIPTS		**Current Month**		**Year-to-Date**
Excise Taxes (Transferred from General Fund):				
Liquid Fuel other than Gas	$	8,971,000.00	$	108,675,000.00
Transportation by Air, Seats, Berths, etc.		334,538,000.00		3,751,887,000.00
Use of International Travel Facilities		20,729,000.00		219,594,000.00
Transportation of Property and Cargo		19,683,000.00		208,462,000.00
Gasoline:				
Commercial 9 cents tax		217,000.00		2,459,000.00
Non-commercial 9 cents tax		2,513,000.00		32,499,000.00
Total Tax Receipts	$	386,651,000.00	$	4,323,576,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):				
Aircraft Use Tax	$	0.00	$	0.00
Aviation Fuels Commercial		3,421,000.00		14,589,710.00
Gas Retailers Tax		0.00		0.00
Total Reimbursements:				
Tax Receipts	$	3,421,000.00	$	14,589,710.00
Net Tax Receipts	$	383,230,000.00	$	4,308,986,290.00
Interest on Investment	$	2,000,105.64	$	955,761,020.31
Accrued Interest Income		93,247,846.68		186,767,920.62
NET RECEIPTS	$	478,477,952.32	$	5,451,515,230.93
OUTLAYS				
Interest on Refunds & Credits	$	0.00	$	0.00
NON-EXPENDITURE TRANSFERS				
Department of Transportation	$	(517,552,000.00)	$	(5,343,232,833.47)
National Oceanic and Atmospheric Administration (NOAA)		0.00		(26,541,750.00)
TOTAL NON-EXPENDITURE TRANSFERS	$	(517,552,000.00)	$	(5,369,774,583.47)
TOTAL OUTLAYS/TRANSFERS	$	(517,552,000.00)	$	(5,369,774,583.47)
SURPLUS/(DEFICIT)	$	(39,074,047.68)	$	81,740,647.46

From Treasury Department data.

AVITAS AVIATION

Airport and Airway Trust Fund
Balance Statement
As of August 31, 1992

	Current Month	Year-to-Date
ASSETS		
Undisbursed Balances:		
Available for investment	$ 357.44	
TOTAL UNDISBURSED BALANCE		$ 357.44
Receivables:		
Interest Receivables	$ 186,767,920.62	
TOTAL RECEIVABLES		$ 186,767,920.62
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/93	0.00	
8% matures 06/30/93	0.00	
7-7/8% matures 06/30/93	0.00	
7-1/4% matures 06/30/93	$ 15,400,490,000.00	
NET INVESTMENTS		$ 15,400,490,000.00
TOTAL ASSETS		$ 15,587,258,278.06
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	81,740,647.46	
TOTAL EQUITY		$ 15,587,258,278.06
TOTAL LIABILITIES & EQUITY		$ 15,587,258,278.06

Activity Report
October 1, 1991 - August 31, 1992

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ (396.00)	$ 0.00
Grants-in-Aid	85,544,448.77	35,161,844.44
Facilities & Equipment	6,609,250.08	76,653,997.77
Research Engineering Development	1,664,184.33	5,355,921.11
DOT/Rental Payments	0.00	0.00
Air Carriers	(2,552,758.00)	10,854,506.72
TOTAL UNDISBURSED BALANCE	$ 91,264,729.18	$ 128,026,270.04
EXPENSES		
Operations	$ 175,802,396.00	$ 1,933,822,025.00
Grants-in-Aid	84,255,551.23	1,481,113,545.57
Facilities and Equipment	143,040,749.92	1,621,435,432.49
Research Engineering Development	20,635,815.67	190,086,185.10
NOAA Aviation Weather Services	0.00	26,541,750.00
DOT/Rental Payments	0.00	29,887,000.00
Air Carriers	2,552,758.00	27,745,493.28
TOTAL EXPENSES	$ 426,287,270.82	$ 5,310,631,431.44
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (517,552,000.00)	$ (5,343,232,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(26,541,750.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (517,552,000.00)	$ (5,369,774,583.47)

AVITAS AVIATION

Note: From Treasury Department data.